STATE OF CONNECTICUT

Highway Safety Plan

Federal Fiscal Year 2018

Prepared by:

Connecticut Department of Transportation
Bureau of Policy and Planning
Highway Safety Office
P.O. Box 317546
2800 Berlin Turnpike
Newington, CT 06131-7546

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Executive Summary

The goal of the Connecticut Highway Safety Program is to prevent roadway fatalities and injuries as a result of crashes related to driver behavior. Under the Highway Safety Act of 1966 (U.S. 23 USC- Chapter 4) the Governor is required to implement a highway safety program through a designated State agency suitably equipped and organized to carry out the program. An appointed Governor's Highway Safety Representative oversees the program and supporting Section 402 and 405 highway safety grant funds made available to the States to carry out their annual Highway Safety Plans. The Connecticut Highway Safety program is an extension of this Federal requirement. The Highway Safety Office (HSO) is located in the Connecticut Department of Transportation in the Bureau of Policy and Planning. **The primary objectives of the HSO are to plan, coordinate, and implement effective highway safety programs and to provide technical leadership, support and policy direction to highway safety partners.**

This planning document provides historic, trend, and the most current crash data available in addition to other State-provided data detailing highway safety in Connecticut. The identified problem areas dictate the State's highway safety goals, objectives, and planned countermeasures. The basis for this examination is Connecticut's motor vehicle crash experience for the calendar year 2015 in comparison to the previous year(s). Please see page 16 in the Process Description section for a further discussion of data sources used in this document. This document serves as Connecticut's application to the National Highway Traffic Safety Administration (NHTSA) for federal funds under Sections 402 and 405 of the Fixing America's Surface Transportation Act for the 2018 Federal Fiscal Year.

The HSO focuses on NHTSA program areas under the Federal 402 and 405 programs including Impaired Driving, Occupant Protection, Child Passenger Safety, Distracted Driving Police Traffic Services, Speed, Motorcycle Safety, Traffic Records, Driver Groups, Bicycle and Pedestrian Safety and Work Zone Safety. These program areas provide funding for countermeasures to combat key problems identified in each section. Key priority areas include; percentage of alcohol-related fatalities and injuries, percentage of unbelted fatalities, speed related fatalities and injuries, motorcycle fatalities and injuries, pedestrians fatalities and injuries and improving crash data collection and availability.

Major strategies include the execution of countermeasures developed to specifically target over-represented groups identified through data analysis. These strategies include participation in National "crack-down" mobilizations such as "Click it or Ticket" and "Drive Sober or Get Pulled Over" as well as the promotion of sustained enforcement year-round based on local problem identification by law enforcement agencies and other highway safety partners. Various training programs and technical support from law enforcement training based on better identification of impaired drivers to more timely and accurate reporting of crash data are implemented through the HSO to better identify areas where improvement will ultimately lead to less crashes injuries and fatalities on Connecticut's roadways.

The major program areas of Impaired Driving, Occupant Protection, Speed Enforcement and Distracted Driving, account for the majority of enforcement activities and paid media making up the largest component of high visibility and sustained enforcement efforts. Combined impaired driving and safety belt enforcement efforts are planned to effectively target these unsafe driving behaviors and achieve a 90 percent observed seat belt usage rate.

*Please note that the visual data pertaining to specific problem ID is located in the "Highway Safety Data Analysis" section, as well as in each respective program area.

CORE PERFORMANCE MEASURES

Performance Measures		2011	2012	2013	2014	2015
Traffic Fatalities	**Total**	**221**	**264**	**286**	**248**	**266**
	Rural	38	77	130	60	46
	Urban	183	186	156	188	217
	Unknown	0	1	0	0	3
Fatalities per 100 Million Vehicles Miles Driven	**Total**	**0.71**	**0.84**	**0.92**	**0.80**	**0.84**
	Rural	0.97	1.99	3.41	1.92	1.46
	Urban	0.67	0.68	0.58	0.67	0.76
Passenger Vehicle Occupant Fatalities (All Seat Positions)	**Total**	**144**	**165**	**187**	**136**	**154**
	Restrained	57	73	82	50	69
	Unrestrained	55	56	75	48	66
	Unknown	32	36	30	38	19
Alcohol-Impaired Driving Fatalities		**94**	**100**	**126**	**97**	**103**
Speeding-Related Fatalities		**74**	**64**	**76**	**69**	**73**
Motorcyclist Fatalities	**Total**	**37**	**48**	**57**	**55**	**53**
	Helmeted	10	15	24	20	20
	Unhelmeted	25	30	22	32	31
	Unknown	2	3	11	3	2
Drivers Involved in Fatal Crashes	**Total**	**292**	**372**	**385**	**338**	**370**
	Aged under 15	0	0	0	1	0
	Aged 15-20	25	27	37	20	26
	Aged under 21	25	27	37	21	26
	Aged 21 and Over	262	338	344	314	339
	Unknown Age	5	7	4	3	5
Pedestrian Fatalities		**26**	**43**	**37**	**47**	**45**

Source: FARS Final Files 2011-2014; Annual Report File 2015

PERFORMANCE REPORT

Core Performance Measures and Goals: 2017 HSP Progress Update

2017 HSP Progress Update:

The goals listed below were set for the 2017 Federal Fiscal Year as part of the 2017 HSP. The progress update is based on the most recent performance measure data available at the time of 2018 HSP submission.

Overall Core Performance Goals (Shared DOT Goals – Strategic Highway Safety Plan/Highway Safety Improvement Plan Performance)

To reduce the five year (2010-2014) moving average of 268 in 2013 fatalities 5 percent to a five year (2014-2018) moving average of 255 in 2018.

2017 HSP Update – Fatalities: (2015) 266 (2016) 311 2017 146 (YTD)

To reduce the Fatality rate per 100 M VMT from the five year (2010-2014) moving average of .86 in 2014 by 5 percent to a five year (2014-2018) moving average of .82 in 2018.

2017 HSP Update – Fatality rate per 100M VMT: (2015) .84

To reduce the Serious (A) Injuries in motor vehicle crashes from the five year (2010-2014) moving average of 1,673 in 2014 by 10 percent to a five year (2014-2018) moving average of 1,506 in 2018.

2017 HSP Update – Serious (A) Injuries: (2015) 1,526 (2016) 1,692 (2017) 551 (YTD)

To reduce the Serious (A) Injury rate per 100 M VMT from the five year (2010-2014) moving average of 5.36 in 2014 by 5 percent to a five year (2014-2018) moving average of 5.09 in 2018.

2017 HSP Update – Serious (A) Injuries per 100M VMT: (2015) 4.83

Shared HSP/HSIP Update:

The HSO and the Department of Transportation have worked to achieve these safety measures through respective and behavioral and engineering programs during the course of the 2017 federal fiscal year. The HSO's behavioral program update follows below.

Program Related Core Performance Goals

2017 HSP Goal:

To decrease alcohol impaired driving fatalities (BAC =.08+) from the five year (2010-2014) moving average of 107 in 2014 by 5% to a five year (2014-2018) moving average of 102 in 2018.

2017 HSP Update – Alcohol Impaired Driving Fatalities: (2015) 103

To decrease alcohol related driving serious injuries ("A") from the five year (2010-2014) moving average of 130 in 2014 by 5% to a five year (2014-2018) moving average of 124 in 2018.

**2017 HSP Update – Alcohol Impaired Driving Serious Injuries:* (2014) 110

Impaired Driving Update:

Enforcement of Connecticut's DUI laws has continued a slight decline from past years. Efforts are being made to promote sustained enforcement of during the summer months when DUI crashes are more likely. The HSO partnered with AAA to sponsor a drugged-driving summit to raise the profile of this growing issue among traffic safety decision makers. The HSO has also increased training of Drug Recognition Experts to help law enforcement better identify the role of drugs in impaired driving crashes. Similarly, the HSO has supported Standard Field Sobriety Testing (SFST) through Advanced Roadside Impaired Driving Enforcement. The HSO will continue to lead an Impaired Driving Task Force where members identify problems, share information, explore options and provide sustainable solutions.

2017 HSP Goal:

To decrease the number of unrestrained occupants in fatal crashes from the five year (2010-2014) moving average of 48 in 2014 by 10 percent to a five year (2014-2018) moving average of 50 in 2018.
2017 HSP Update – Number of Unrestrained Occupants in Fatal Crashes: (2015) 66

To increase the statewide observed seat belt use rate from 85.4 percent in 2015 to 88 percent or above in 2018.
2017 HSP Update – 2016 Observed Seat Belt Use Rate: 89.4%

Occupant Protection Update:

The HSO is working to increase sustained enforcement of belts by encouraging police agencies to enforce belt laws as a secondary focus during other overtime enforcement grant work. The HSO used year round seat belt social norming media campaigns to increase seat belt use. Greater effort and funding was placed on low seat belt usage areas, high unrestrained injuries/fatalities and males aged 18-34 through increased enforcement and education. Working against decreasing unbelted injuries and fatalities, the Connecticut Legislature failed to move a law requiring belt use for all seating positions out of committee. Connecticut's seat belt use has increased to its highest level to 89.4%, but night time unrestrained fatalities are still a concern. To address this problem the HSO is in the planning stages for a night time seat belt enforcement pilot project to address unrestrained injuries and fatalities that occur in the evening. The Seatbelt Working Group continues to meet quarterly to discuss strategies to increase seat belt use and reduce unrestrained injuries and fatalities.

2017 HSP Goal:

To reduce the number of speed related fatalities from the five year (2010-2014) moving average of 82 in 2014 by 10 percent to a five year (2014-2018) moving average of 76 in 2018.
2017 HSP Update – Speed Related Fatalities: (2015) 73

Speed Related Fatality Update:

The HSO has utilized flexible ignition interlock funds to fund a speed enforcement campaign taking place during the summer months when most speed related crashes occur. This HVE effort includes a corresponding media campaign. The HSO is looking to continue this practice in the 2018 HSP.

2017 HSP Goal:

To decrease the number of un-helmeted fatalities below the five year (2010-2014) moving average of 29 in 2014 by 5 percent to a five year (2014-2018) projected moving average of 27 in 2018.
2017 HSP Update – Un-helmeted Motorcyclist Fatalities: (2015) 31

To decrease the number of motorcyclist fatalities below the five year (2010-2014) moving average of 50 in 2014 by 5 percent to a five year (2014-2018) projected moving average of 47 in 2018.
2017 HSP Update – Motorcyclist Fatalities: (2015) 53 (2016) 48 (2017) 26 (YTD)

Motorcycle Safety Update:
The HSO has worked to raise awareness of motorcycle safety prior to the summer months when rider fatalities are at their highest. This share the road campaign was the first to run statewide in the last five years. Although unhelmeted fatalities continue to be a problem, the Connecticut Legislature failed to pass a raised bill requiring the use of helmets for all motorcycle riders. The HSO will continue an aggressive advertising campaign next FFY reminding motorists to Share the Road and for all motorcyclists to wear all their protective equipment all the time. A continued effort will be made to expand on existing motorcycle safety courses targeting returning and beginner riders.

2017 HSP Goal:

To decrease the number of drivers 20 or younger involved in fatal crashes from the five year (2010-2014) moving average of 23 in 2014 by 10% to a five year (2014-2018) moving average of 21 in 2018.
2017 HSP Update – Drivers 20 or Younger *Involved in Fatal Crashes:* (2015) 26

Young Driver Safety Update:
The HSO has continued to provide educational programming for high school students. These interactive programs utilize motivational speakers, driving simulators and peer to peer initiatives that focus on the dangers of distracted and impaired driving. As a member of the state's Teen Driving Task Force, the HSO continues to assist in the creation of policy directives aimed at reducing the growing number of younger driver crashes that result in injuries and fatalities.

2017 HSP Goal:

To reduce the number of pedestrians killed in traffic crashes from the five year (2010-2014) moving average of 40 in 2014 by 5 percent to a five year moving average of (2014-2018) of 38 in 2018.
2017 HSP Update – Pedestrian Fatalities: (2015) 45 (2016) 57 (2017) 20 (YTD)

To reduce the number of bicyclists killed in traffic crashes from the five year (2010-2014) moving average of 5 in 2014 by 20 percent to a five year moving average of (2014-2018) of 4 in 2018.
2017 HSP Update – Bicyclist Fatalities: (2015) 3

Non-motorized Safety Update:
Pedestrian fatalities increased greatly during the previous year (2016). The HSO created specialized media campaigns targeted at drivers to raise awareness about pedestrian deaths and how to avoid

pedestrian crashes. Funding was re-programmed from other areas to create a specific campaign following a particularly deadly month of December. The HSO has also held informational meetings with state and regional safety partners to gain perspective on how to better serve pedestrians and bicyclists. The 2018 HSP contains more pedestrian related projects than previous planning documents.

Activity Measures:

During the 2016 Federal Fiscal Year, the following core "Activity Measures" were achieved during grant funded overtime enforcement (overtime enforcement initiatives included impaired driving mobilizations and expanded enforcement, click it or ticket, major cities speed enforcement and distracted driving HVE):

Speeding Citations: 12,640
Safety-Belt Citations: 10,079
Impaired Driving Arrests: 1,316

Attitude Measure:

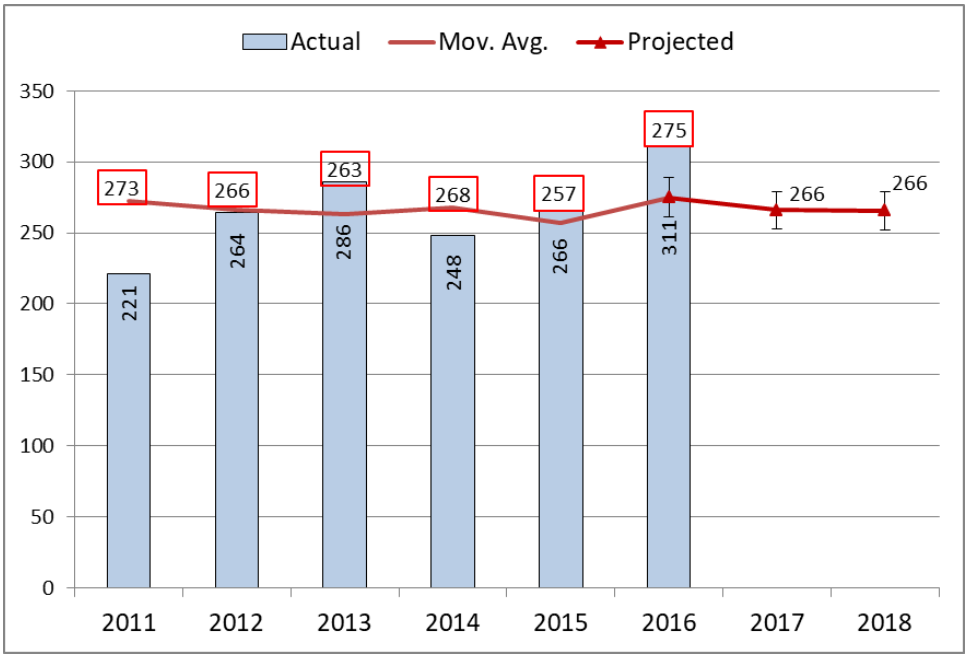
As part of nationally mandated GHSA-NHTSA attitude measures, the Connecticut Highway Safety Office collects attitude surveys through a contract with Preusser Research Group (PRG). PRG collects self-reported attitudes toward impaired driving, speeding, and belt-use. Please refer to the Attitudes and Awareness section to view this data (pg. 159).

2018 HSP Performance Goals:

The goals listed below are set for the 2018 Federal Fiscal Year. They include the four measures shared by the HSP/HSIP and program-related goals. Core-Performance measures are highlighted in grey in respective program areas.

Core Performance Goals (Shared DOT Goals –Highway Safety Plan/Highway Safety Improvement Plan):

Fatalities 2011-2016

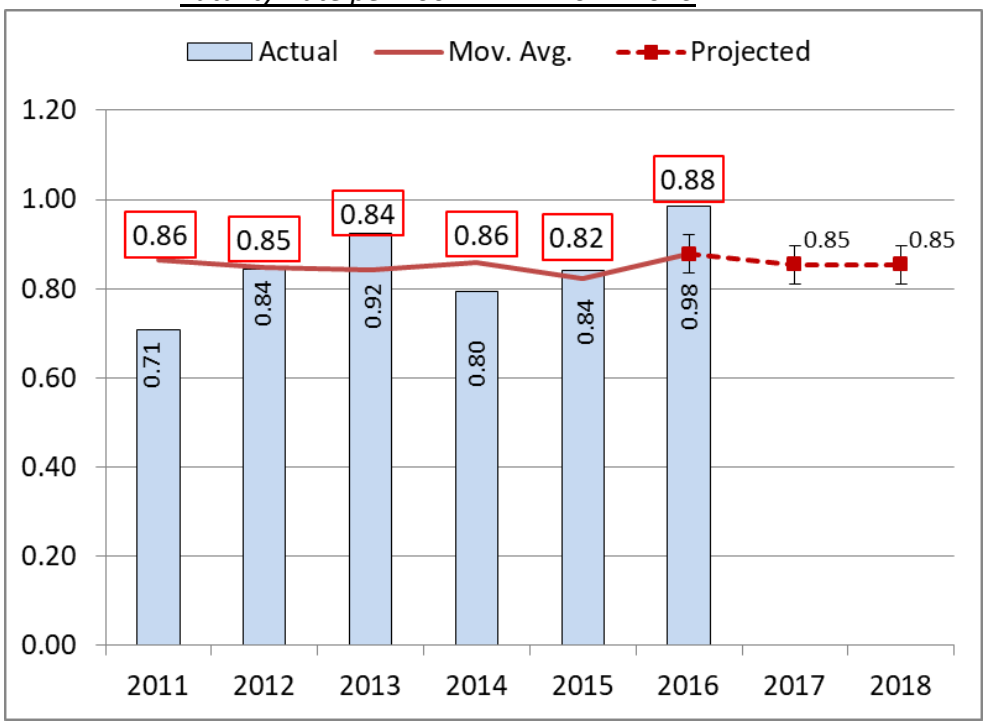


Source: FARS Final 2015/Connecticut Department of Transportation 2016 Crash File

To maintain the five year (2011-2015) moving average of 257 Fatalities during the five year (2014-2018) period.

- While fatality figures have fluctuated during the five year reporting period, the five year moving average and trend has continued to decrease for the 2011-2015 baseline period.
- Although the five year moving average decreased during the 2011-2015 baseline period, preliminary 2016 data show the fatality total of 311 and the five year moving average of 275 to represent an increase in the five year moving average.
- 2017 data show current fatality trends to keep pace with 2016 for the year to date.
- For this reason, the fatality trend is expected to increase during the planning period. Collaboration with SHSP targets has led to the choice to maintain the current five year moving average.

Fatality Rate per 100 M VMT 2011-2016

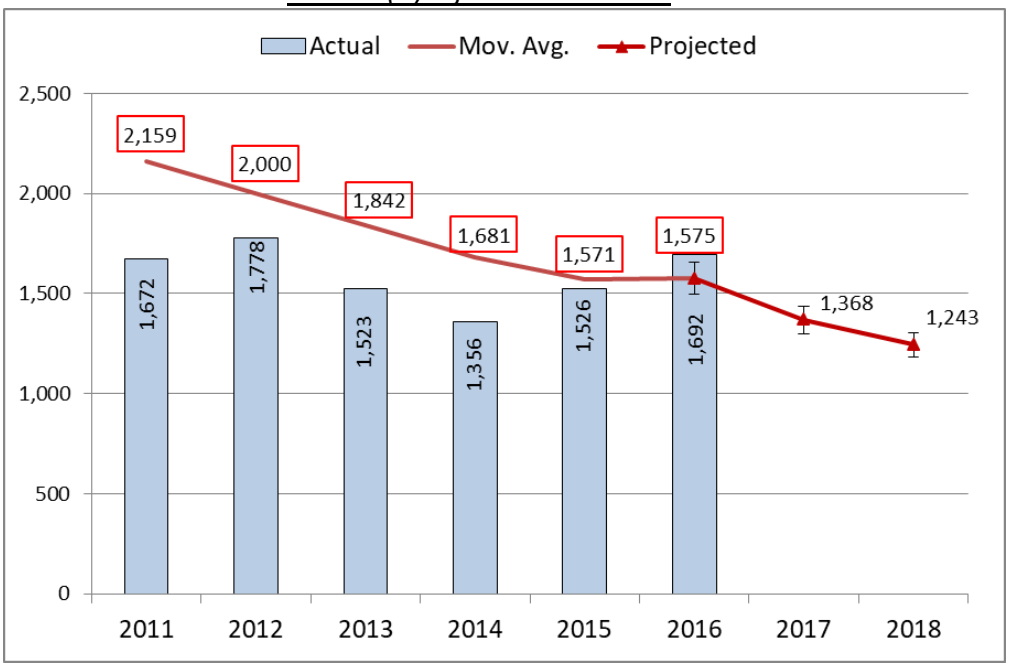


Source: FARS final files 2011-2014, Annual Report File 2015, CT Crash Data Repository 2016

To maintain the Fatality rate per 100 M VMT from the five year (2011-2015) moving average of .82 during the five year (2014-2018) period.

- The five year moving average decreased from .86 (2007-2011) to .82 during the 2011-2015 baseline period.
- Although the five year moving average decreased during the 2011-2015 baseline period, preliminary 2016 data show the fatality total of 311 and the five year moving average of 275 to represent an increase in the five year moving average.
- 2017 data show current fatality trends to keep pace with 2016 for the year to date.
- Although 2016 VMT data was not available at the time of publishing (projected VMT was used in the 2016 figure in this graph),
- Based on the anticipated increase in fatalities in 2016 and 2017, the Fatality rate per 100M VMT trend is expected to increase during the planning period. Collaboration with SHSP targets has led to the choice to maintain the current five year moving average.

Serious (A) Injuries 2011-2016

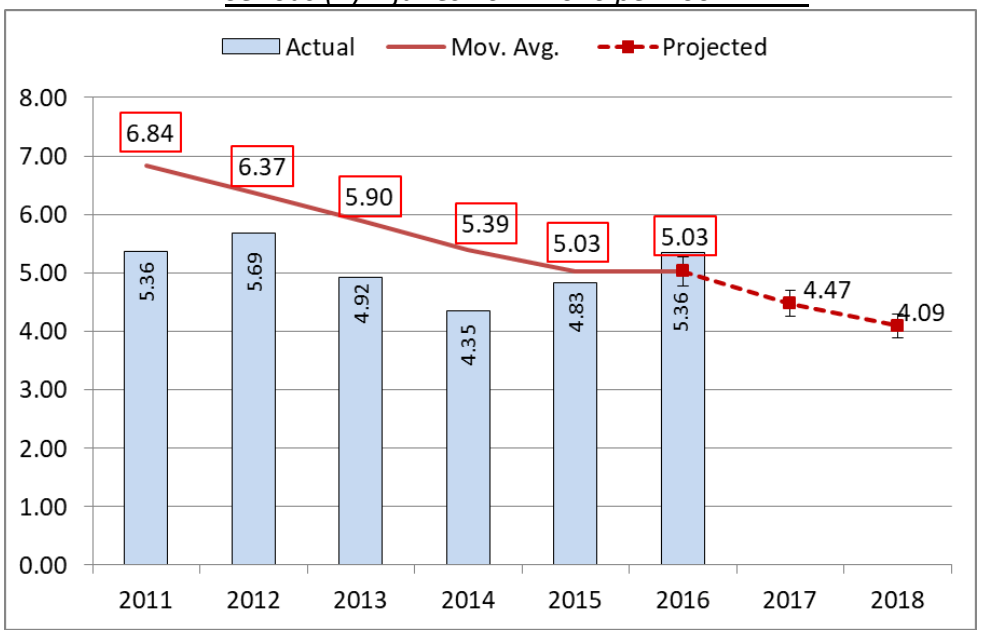


Source: FARS final files 2011-2014, Annual Report File 2015, CT Crash Data Repository 2016

To maintain the five year (2011-2015) moving average of 1,571 Serious (A) Injuries during the five year (2014-2018) period.

- While Serious (A) Injuries have fluctuated during the five year reporting period, the five year moving average and trend has continued to decrease for the 2011-2015 baseline period.
- Although the five year moving average decreased during the 2011-2015 baseline period, preliminary 2016 data show the Serious (A) Injury total of 1,692 and the five year moving average of 1,575 to represent an increase in the five year moving average.
- Serious Injury totals have increased for consecutive years, for this reason, the Serious (A) Injury trend is expected to increase during the planning period. Collaboration with SHSP targets has led to the choice to maintain the current five year moving average.

Serious (A) Injuries 2011-2016 per 100M VMT



Source: Connecticut Crash Data Repository

To maintain the five year (2011-2015) moving average of 5.03 Serious (A) Injuries per 100M VMT during the five year (2014-2018) period.

- While Serious (A) Injuries have fluctuated during the five year reporting period, the five year moving average and trend has continued to decrease for the 2011-2015 baseline period.
- Although the five year moving average decreased during the 2011-2015 baseline period, preliminary 2016 data show the Serious (A) Injury per 100M VMT total of 4.83 and the five year moving average of 5.03 to represent an increase in the five year moving average.
- Although 2016 VMT data was not available at the time of publishing projected VMT was used in the 2016 figure in this graph.
- Serious Injury totals have increased for consecutive years, for this reason, the Serious (A) Injury per 100M VMT trend is expected to increase during the planning period. Collaboration with SHSP targets has led to the choice to maintain the current five year moving average.

Program Related Core Performance Goals

Data, Five year moving averages, projected trends and justification of program area performance goal selection can be found in respective program area sections.

To maintain the five year moving average of 104 (2011-2015) alcohol impaired driving fatalities (BAC =.08+) during 2018.

To decrease alcohol related driving serious injuries ("A") from the five year (2010-2014) moving average of 130 in 2014 by 5% to a five year (2014-2018) moving average of 124 in 2018.

To maintain the five year moving average of 60 (2011-2015) unbelted occupant fatalities during 2018.

To increase the statewide observed seat belt use rate from 89.4 percent in 2016 to 90 percent or above in 2018.

To maintain the five year moving average of 71 (2011-2015) speeding related fatalities during 2018.

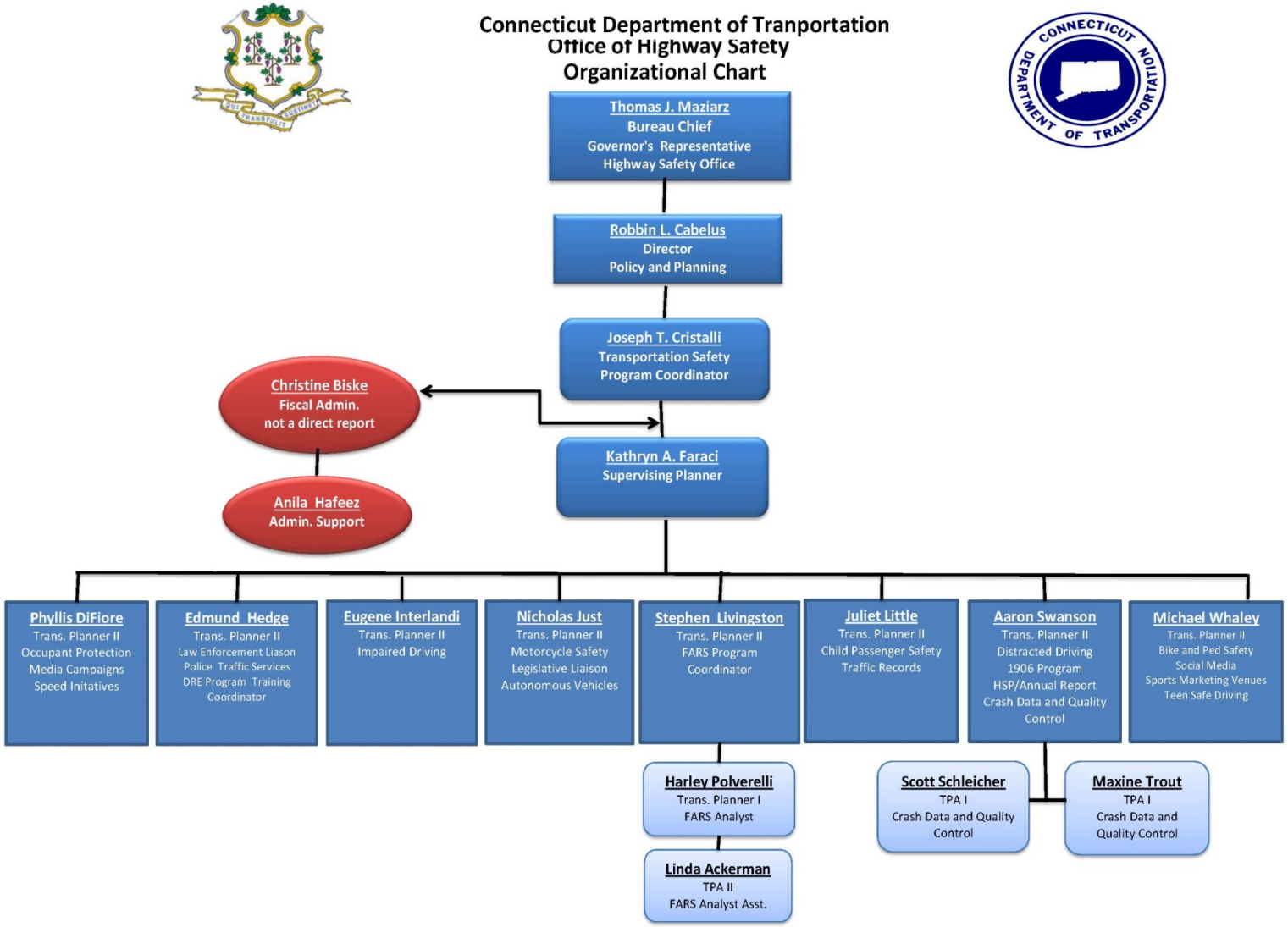
To maintain the five year moving average of 22 (2011-2015) fatalities involving a driver aged 20 or younger during 2018.

To maintain the five year moving average of 50 (2011-2015) motorcyclist fatalities during 2018.

To maintain the five year moving average of 40 (2011-2015) pedestrian fatalities during 2018.

To maintain the five year moving average of 4 (2011-2015) bicyclist fatalities during 2018.

Connecticut Department of Tranportation
Office of Highway Safety
Organizational Chart



Process Description

Process Description

The Department prepares this annual planning document to address a set of identified and defined highway and traffic safety problems. This problem identification process begins early in the calendar year with the examination of a variety of traffic and roadway related data. The analysis of this data identifies both general and specific patterns of concern and, from a review of historical patterns, results in a projection of future data trends. Other problems and deficiencies are identified through programmatic review.

Problem Identification takes place on multiple levels. The first and earliest form of problem identification begins with reviewing projects from the previous fiscal year and requesting project level input from highway safety partners. This process may include sending out a project concept letter to stakeholders, partners and program managers; or in some program areas, holding meetings with project directors and stakeholders.

A major part of this process is to enlist the cooperation of highway safety partners who will facilitate the implementation of countermeasures. In addition, local political subdivisions and State agencies are routinely and systematically encouraged to identify municipal, regional, and State-level highway safety problems in order to propose specific countermeasures that address these problems.

Requests for local problem identifications are sent annually, to all highway safety stakeholders including 92 local law enforcement agencies, 55 Resident State Troopers, 11 State Police Troops, 3 State Police District Headquarters, 1 State Police Headquarters Traffic Unit, nine colleges and universities and 7 Regional Councils of Government.

In addition, HSO staff met with several local municipalities to discuss DUI plans for their jurisdictions. Other meetings were held with the State Department of Public Safety and the Office of the Chief State's Attorney in order to establish a cooperative working partnership.

The Traffic Records Coordinating Committee (TRCC) provides project level information with regard to developing accurate and complete traffic records data in a timely manner, ultimately leading to a reduction in traffic fatalities, injuries, and crashes. The TRCC will work to achieve this goal through ten proposed project concepts. Out of the ten projects, six are targeted for Section 405(c) funding.

Motorcycle safety professionals including motorcycle safety instructors, dealers, and other rider groups met in February 2017 to discuss countermeasures to reduce motorcycle crashes. A general consensus was reached to focus our efforts on rider training as the best countermeasure that suited all of our interests. A renewed focus was put on returning riders and getting those who hadn't taken advanced training to do so.

The next level of problem identification takes place when the most recent crash, injury and fatality data become available (currently 2015-6 crash data). The data is analyzed by the HSO data contractor to identify major problem areas, over-represented groups, demographics, and other "drill-down" factors in an attempt to determine who, what, where, when, and why crashes with fatalities and injuries are taking place. FARS data, annual observation belt use surveys, awareness surveys, injury, licensing and population, registration, citation and arrest/adjudication data, toxicology, CODES, as well as state VMT

data are all used in this process.

In addition, the HSO data analysis contractor generates weighted crash data indices using crash, population, vehicle mileage, enforcement and other data to aid in analysis. Projects are selected using criteria that include: response to identified problems, potential for impacting performance goals, innovation, clear objectives, adequate evaluation plans and cost effective budgets. Sub-grantees are selected based on an ability to demonstrate significant programmatic impact based on data driven problem analysis.

Due to FARS Final File data availability some numbers in this plan may be underrepresented. While the most recent, finalized FARS data was used wherever possible (total number of fatalities, number of pedestrians killed, number of motorcyclists killed etc.). Fatality data in this plan is sourced from the FARS Annual Report File.

The State crash data is obtained from the Connecticut Crash Data Repository. A new reporting system was used starting in January 2015 with the adoption of a MMUCC compliant crash data reporting form and thus some values may not be comparable to previous years. This will be noted in the text description where applicable. As the most recent finalized data from 2015 may not be representative of current (rising) crash trends, there are some areas that note 2016 and even 2017 preliminary data to better depict crash statistics used to set performance goals and set countermeasures.

To assist in analyzing and setting core performance measures and goals, this data includes a five year moving average to further normalize data trends over time and includes a projection based on the five year moving average. The program manager and Principal Highway Safety Coordinator set goals based on these projections, as well as priority ranking of specific highway safety problems and available funding. The NHTSA regional program manager is consulted during the goal setting process. Goals are generally set for one year beyond the current planning period. This is meant to allow for the impacts of current year programming to have an effect on driver behavior and to be reflected in corresponding crash data.

Priority areas are then ranked by the Principal Highway Safety Coordinator and staff to develop projects in accordance with available funding. For example, the Impaired Driving Coordinator, Occupant Protection Coordinator and Distracted Driving Coordinators use ranking systems developed by the HSO data analysis contractor to determine funding levels for state and municipal police department High Visibility Enforcement overtime and equipment grants.

Program objectives and countermeasures are further developed based on problem identification. For example, restrictions on grant-funded impaired driving enforcement are intended to focus activity on over-represented times, locations, and demographic and geographic areas. While this process is based upon identified problem areas, solicitation includes both targeted and broad-based outreach to law enforcement agencies.

Projects are selected using criteria that include: response to identified problems, potential for impacting performance goals, innovation, clear objectives, adequate evaluation plans and cost effective budgets. Sub-grantees are selected based on an ability to demonstrate significant programmatic impact based on data driven problem analysis.

In addition to the highway safety stakeholders listed above, the following is a list of partners the HSO works closely with on an annual basis:
The National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) continue to provide leadership and technical assistance. Various state agencies are active participants, including Office of the Governor and Lieutenant Governor, Department of Emergency Services and Public Protection/State Police, State Police Toxicology Laboratory, Department of Mental Health and Addiction Services, Department of Public Health, Department of Motor Vehicles, Motor Carrier Safety Administration, Division of Criminal Justice (including the Centralized Infractions Bureau), Office of the Chief State's Attorney, and Office of Policy and Management. Local law enforcement agencies, through coordinated efforts with the Connecticut Police Chiefs Association, are also essential partners. Regional and municipal planning agencies and organizations, including the Capitol Region Council of Governments (CRCOG) assist greatly in the planning of traffic records projects. State colleges and universities including the University of Connecticut and Central Connecticut State University are key partners in traffic records projects. Schools, civic and non-profit groups including Mothers Against Drunk Driving, the Connecticut Coalition to Stop Underage Drinking, SAFE KIDS, Connecticut Motorcycle Riders Association, American Automobile Association (AAA), Connecticut Interscholastic Athletic Conference, Boys and Girls Club, The Governor's Prevention Partnership, Yale New Haven, St. Francis, Lawrence Memorial and Hartford Hospitals and private sector and business organizations all serve as cooperative partners. Connecticut also actively participates as a member in the Governor's Highway Safety Association and the National Association of State Motorcycle Safety Administrators.

SHSP/HSIP Coordination:

As required under MAP-21 legislation, the goal of this planning document is to complement and coordinate with the State's Strategic Highway Safety Plan (SHSP) and Highway Safety Improvement Plan (HSIP). This process will use complementary funding wherever possible to improve safety on highway and transportation systems through projects that address the "4 E's" – Education, Engineering Enforcement and Emergency Medical Services. Areas such as pedestrians, bicyclists, teen drivers (impaired driving) and distracted driving will be targeted under this coordinated process and will account for the overlap of countermeasures in their respective areas. At the time of publication of this document, the 2010 SHSP process was approved and accepted by the Federal Highway Administration (FHWA) as a "bridge" document. This SHSP steering committee (of which the HSO is a part) is currently finalizing the 2017 SHSP. Please note the above concerning shared goal setting coordination already taking place across these documents. The Fiscal 2018 HSP reflects targets in the SHSP/HSIP for this planning cycle.

SHSP Emphasis Areas:

1. Infrastructure (Roadway Departure and Intersections)
2. Non-Motorized Users
3. Driver Behavior (Unbelted, Substance-Involved, Speeding, Aggressive Driving and Distracted Driving)
4. Young Drivers
5. Motorcyclists
6. Incident Management

Tier II/Secondary Emphasis Areas:

1. Traffic Records and Information Systems
2. Rail-Highway Grade Crossings
3. Work Zones
4. Commercial Vehicles

Evidence Based Enforcement (Traffic Safety Enforcement Plan):

The HSO understands that accurate and timely traffic/crash of statewide data; the creation of realistic and achievable goals; the implementation of functional countermeasures; the utilization of applicable metrics and the election of projected outcomes are the classic components of effective strategic plan. Connecting and blending each of these steps is essential to the creation and implementation of a systematic and successful statewide plan to reduce crashes, injuries and fatalities on Connecticut's roadways. Graphic data analysis, mapping and distribution of pertinent data and information promote increased effectiveness in the deployment of resources. When available, using real time data to identify on-going or emerging traffic safety issues increases the possibility of achieving a successful resolution. This is accomplished in the following ways:

Stakeholder input - Requests for local problem identifications are sent annually, to all highway safety stakeholders including 92 local law enforcement agencies, 55 Resident State Troopers, 11 State Police Troops, 3 State Police District Headquarters, 1 State Police Headquarters Traffic Unit, nine colleges and universities and 7 Regional Councils of Government.

Crash Data Analysis/Problem Identification - The data is analyzed by the HSO data contractor to identify major problem areas, over-represented groups, demographics, and other "drill-down" factors in an attempt to determine who, what, where, when and why crashes with fatalities and injuries are taking place. FARS data, annual observation belt use surveys, awareness surveys, injury, licensing and population, registration, citation and arrest/adjudication data, toxicology, CODES, as well as state VMT data are all used in this process.

To assist in analyzing and setting core performance measures and goals, this data includes a five year moving average to further normalize data trends over time and includes a projection based on the five year moving average. The program manager and Principal Highway Safety Coordinator set goals based on these projections, as well as priority ranking of specific highway safety problems and available funding. The NHTSA regional program manager is consulted during the goal setting process.

Countermeasure Selection - Priority areas are then ranked by the Principal Highway Safety Coordinator and staff to develop projects in accordance with available funding. Countermeasures such as High Visibility Enforcement are then paired with priority areas. For example, the Impaired Driving Coordinator, Occupant Protection Coordinator and Distracted Driving Coordinators use ranking systems developed by the HSO data analysis contractor to determine funding levels for state and municipal police department High Visibility Enforcement overtime and equipment grants. Please see these sections to see how these crash indices are used to prioritize funding levels based upon problem ID.

Program objectives and countermeasures are further developed based on problem identification. For example, restrictions on grant-funded impaired driving enforcement are intended to focus activity on over-represented times, locations, and demographic and geographic areas. While this process is based upon identified problem areas, solicitation includes both targeted and broad-based outreach to law enforcement agencies.

Project Implementation - Projects are selected using criteria that include: response to identified problems, potential for impacting performance goals, innovation, clear objectives, adequate evaluation plans and cost effective budgets. Sub-grantees are selected based on an ability to demonstrate significant programmatic impact based on data driven problem analysis.

Monitoring and Continuous Follow Up and Adjustment of the Enforcement Plan - Traffic safety problems may be resolved with short term solutions, or may continue for extended periods of time. To ensure accurate measurement of progress and to assess the current status of the targeted traffic safety condition, a clear and systematic evaluation process must be conducted at predetermined scheduled intervals. Consistent measurement and assessment will ensure the project is achieving the objectives it was designed to address and allows the agency to adjust and amend strategies to retain effectiveness. Monitoring and evaluation allows for prudent adjustments in strategies and tactics, if appropriate. Some traffic safety projects may be successfully measured and evaluated on a quarterly basis.

Still other projects may need monthly, weekly or daily scrutiny to accurately assess progress. As previously mentioned, the timeliness of the evaluation schedule should be incorporated into the initial development of strategic countermeasures.

Data Driven Approaches to Crime in Traffic Safety - In addition, the Connecticut State Police are using the DDACTS model to identify and implement enforcement in areas shown to have higher crash rates. Similarly, a handful of municipal agencies are piloting this technology and will use DDACTS to identify traffic safety problem identification. A successful, dynamic traffic safety program becomes more efficient and effective when employing all seven of the DDACTS guiding principles. Once a traffic safety condition has been identified and diagnosed, a carefully crafted strategy, employing the appropriate countermeasures must be implemented with clearly specified goals and objectives.

Risk Assessment – 2 CFR 200.331(b)

The HSO will evaluate each sub recipient's risk of non-compliance with Federal Statutes, regulations, and the terms and conditions of the sub-award for the purposes of determining the appropriate sub recipient monitoring.

The HSO reviews each subgrantee to determine if the grant recipient has received similar sub-awards, results of previous audits, if personnel or systems have changed substantially, whether previous applications and reporting have been consistently on time and accurate and followed the authorized purposes of the grant award. Subgrantees are ranked based on these criteria and determined to be low, medium or high risk and an assessed need for monitoring is determined.

Match Calculation

Match is provided in various ways, depending on the nature of the grant/subgrantee. The majority of matching funds are obtained through program match provided by partnering state agencies such as the Department of Motor Vehicles and the Department of Emergency Services and Public Protection (Connecticut State Police) through non-grant funded activity (i.e. enforcement activity, eg. citation data).

Additional sources of match:

- Cash match provided by subgrantee (subtracted from reimbursable expense)
- In-kind match i.e. salaries not paid through grant fund/equipment used for project

Indirect Rate

Unless otherwise stated as part of the project description, indirect rates will not be paid to subgrantees. Projects that include indirect costs per a federally approved negotiated rate will be determined upon grant submission. This amount will be identified in the project agreement.

Local Benefit

If applicable, share to local benefit will be determined by the HSO when sub-grantees submit proposed grants for the 2018 Federal Fiscal Year (FFY). The HSO will continue to prioritize requests from local police departments and subgrantees working at the local level to receive 402 and 154 funds.

Maintenance of Effort

The HSO will continue to track maintenance of effort on an annual basis to be made available for auditing purposes.

Connecticut Highway Safety Timeline

January-February

Analyze previous year projects and seek partner input. Send latest crash data for analysis to HSO data contractor to begin problem identification process.

March-April

Review partner input, receive data analysis from HSO data contractor. Complete problem ID, review performance measures and begin setting performance goals and objectives based on proposed/planned tasks and activities.

May-June

Finalize performance goals and objectives and plan countermeasures based on partner input and planned NHTSA mobilization schedules. Countermeasures include activities outlined in proposed tasks/projects. Prioritize and plan projects based on anticipated project funding levels and carry-forward funds.

July

The planning process is completed by gaining approval from the Governor's Highway Safety Representative and NHTSA approval through the submission of the Highway Safety Plan.

August-December

Upon Highway Safety Plan acceptance from NHTSA; execute, monitor and analyze projects for review in Annual Evaluation Report.

Demographic Information

STATE OF CONNECTICUT DEMOGRAPHICS

- State Capitol:
  Hartford
- Largest City Population (2015):
  Bridgeport, 147,619

- Counties: 8
- Boroughs: 9
- Towns: 169
- Cities: 21

- Land Area: 4,845 Square Miles

- Connecticut Police Chiefs Association (CPCA)
  Organized Police Departments (104)
  State Troops (11)
  Local Town Agencies (94)
  Resident Trooper Towns (54)
  University Police Departments (8)
  Tribal Police Departments (2)
- State Police Barracks By Towns
  Troop A - Southbury
  Troop B - Canaan
  Troop C - Tolland
  Troop D - Danielson
  Troop E - Montville
  Troop F - Westbrook
  Troop G - Bridgeport
  Troop H – Hartford
  Troop I - Bethany
  Troop K - Colchester
  Troop L - Litchfield

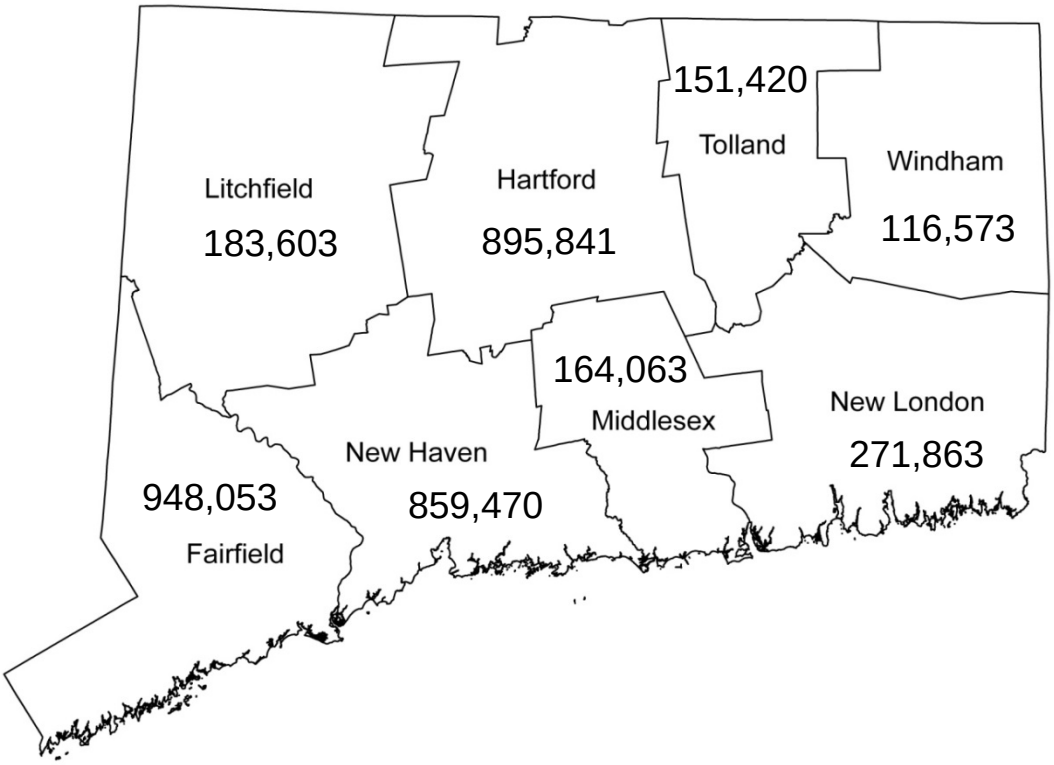
- Annual Miles of Travel Per-Driver CT: 12,308 Per Licensed Driver (2015)
- Daily Vehicle Miles Traveled: 86,444,182 (2016)
- Annual Vehicle Miles Traveled: 31,552,126,430 (2016)
- Miles of Roads (2016)
  (21,531) Public Roads
  (4,136) State Roads
  (1,442) National Highway System Roads
  (346) Interstate Roads

CONNECTICUT POPULATION 2015

(US Census Bureau Estimates)

	Connecticut	Region	USA
Population Estimate (2015)	**3,590,886**	**14,727,584**	**321,418,821**
Under 5 Years Old (2015)	**5.2%**	**5.2%**	**6.2%**
Under 18 Years Old (2015)	**21.3%**	**20.4%**	**22.9%**
65 Years Old and Older (2015)	**15.7%**	**16.0%**	**14.9%**
Caucasian Persons	**76.5%**	**81.9%**	**73.1%**
African American	**10.6%**	**6.7%**	**12.7%**
American Indian and Alaska Native	**0.2%**	**0.3%**	**0.8%**
Asian	**4.4%**	**4.6%**	**5.4%**
Native Hawaiian & Other Pacific Islander	**0.0%**	**0.0%**	**0.2%**
Hispanic or Latino Origin	**15.4%**	**10.4%**	**17.6%**

COUNTY POPULATION 2015



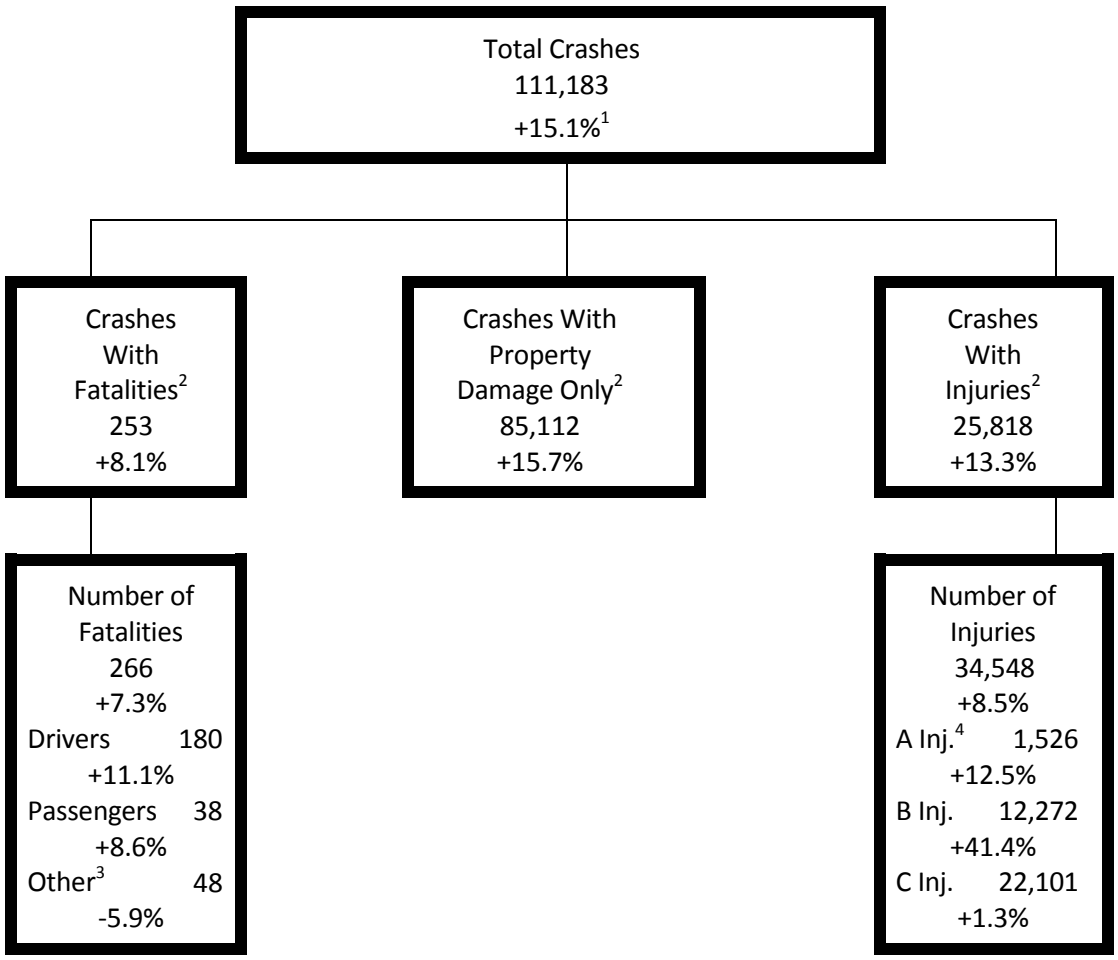
Highway Safety Data Analysis

Highway Safety Data Analysis

Figure 1 shows Connecticut's motor vehicle crash experience for the year 2015 and compares it with the prior year. Overall, the number of police reported crashes in the State increased (+15.1%) compared to the year 2014. Increases were observed in property damage only crashes (+15.7%), and injury crashes (+13.3%). Fatal Crashes showed an increase (+8.1%).

In 2015, there were 253 fatal crashes in which 266 persons were killed. The fatality total was 7.3 percent higher than in the previous year. Serious "A" injuries increased by 12.5 percent in 2015, as did "B" level injuries (+41.4 %) and "C" level injuries (+1.3%).

Figure 1. 2015 Connecticut Motor Vehicle Crash Profile



1. Percent change 2015 vs. 2014
2. Data on fatal crashes are from the NHTSA Fatality Analysis Reporting System (FARS). Data on injury and property damage only crashes are from the Connecticut Crash Data Repository
3. "Other" includes pedestrians, bicyclists and other non-motorists
4. Injury severity codes: "A" = severe injury, "B" = moderate injury, "C" = minor injury

2015 Crash Rates

Table 1 shows Connecticut's fatality and injury rates for 2015 based on population, licensed drivers and vehicle miles of travel, along with similar rates for the United States. The table indicates that the State's fatality rates are below national levels. Connecticut's fatality rate was 7.4 fatalities per 100,000 population compared to 10.9 per 100,000 for the U.S. as a whole. Connecticut's fatality rate per 100 million miles of travel was 0.8 compared to the national figure of 1.1 fatalities per 100 million miles of travel. On the other hand, the non-fatal injury crash rates in Connecticut were higher than those for the nation as a whole.

Table 1. Connecticut and U.S. 2015 Fatality and Injury Rates

CT Data for 2015	Rate Base	Fatality Rate	Injury Rate
Population **3,584,730**	**Per 100,000 Population**	CT: 7.4 US: 10.9	CT: 1,001 US: 760
Licensed Drivers **2,566,673**	**Per 100,000 Licensed Drivers**	CT: 10.4 US: 16.1	CT: 1,399* US: 1,119
Vehicle Miles of Travel **31,598,000,000**	**Per 100 Million Miles of Travel**	CT: 0.8 US: 1.1	CT: 114 US: 79

Sources: U.S. Census Bureau; NHTSA; Federal Highway Administration (FHWA); CT Crash Data Repository

* FHWA does not include restricted licenses in their count—recent upgrades in CT teen driving laws may lower their number of persons licensed to FHWA and inflate the rate.

Crash Trends

Table 2 contains data on the annual number of fatal crashes, the number of persons killed, injury crashes, and the number injured for the 22-year period from 1994 to 2015. Also shown are the number of licensed drivers and annual vehicle miles of travel for the State. The table shows that the 266 fatalities recorded in 2015 is the fifth lowest figure in the 22-year period. Fatalities increased from 248 in 2014, a 7 percent increase. Total injuries (35,899) in 2015 is the sixth lowest figure in the period reported. The number of severe injuries ("A" injuries) reported (1,526) in 2015 is the third lowest figure reported in 22 years.

In the 253 fatal crashes that occurred in 2015, 70 were reported as speeding-related and 43 were reported as driving under the influence of alcohol, medication or other drugs (see Table PT-2). Of the vehicles involved in fatal crashes, 175 were automobiles, 103 were light trucks (including 59 SUVs, 13 vans, and 31 pickup trucks), and 55 were motorcycles.

Of the 266 fatalities that occurred in 2015, 48 (18%) were non-occupants such as pedestrians and bicyclists, 165 (62%) were vehicle occupants, and 53 (20%) were motorcyclists.

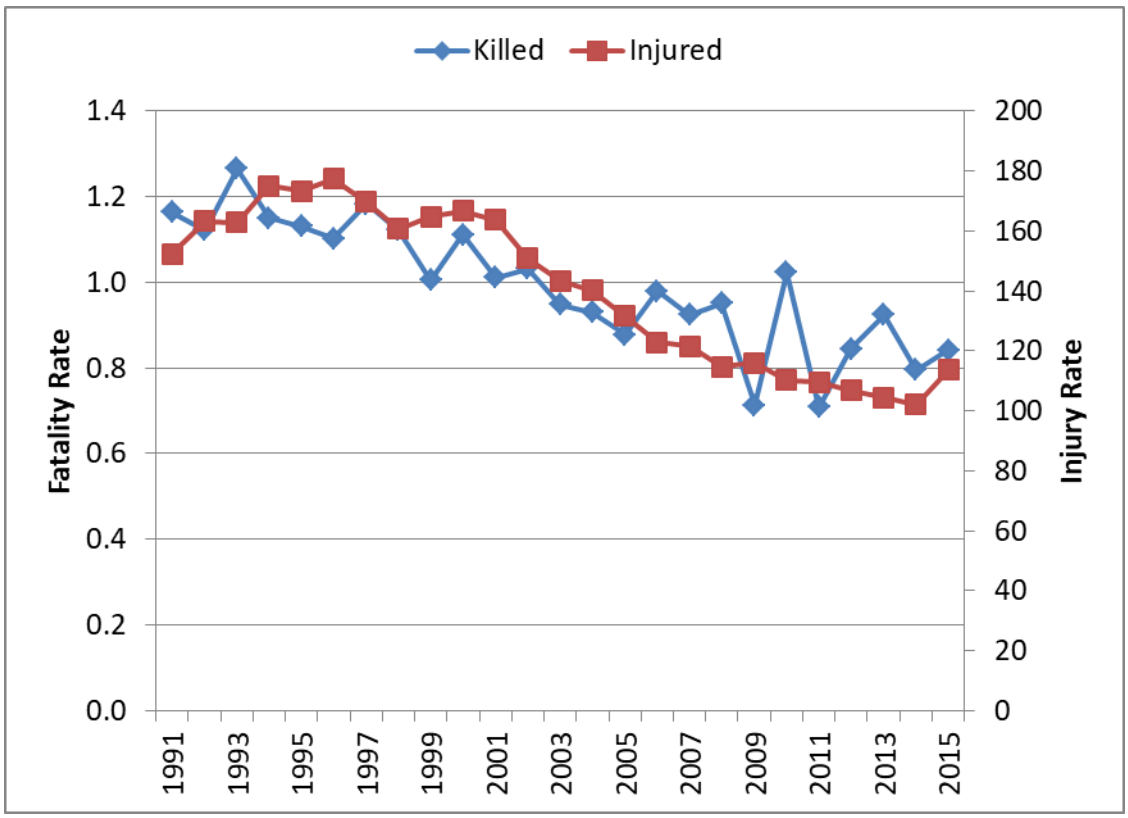
Table 2. Trend Data 1994-2015

Year	Fatal Crashes	Killed	Injury Crashes	Injured				Miles of Travel (100 Million)	Licensed Drivers (000)
				All	A Injury	B Injury	C Injury		
1994	286	312	32,116	47,514	6,263	9,663	31,588	271.4	2,318.5
1995	287	317	32,594	48,595	5,602	12,522	30,471	280.4	2,349.1
1996	296	310	33,849	49,916	4,898	12,277	32,741	281.4	2,343.8
1997	314	338	32,623	48,432	4,671	11,832	31,929	285.5	2,270.2
1998	306	329	31,470	47,115	4,187	11,481	31,447	293.2	2,349.3
1999	270	301	32,909	49,304	3,927	12,229	33,148	299.3	2,373.7
2000	318	342	34,449	51,260	3,976	12,245	35,039	307.6	2,652.6
2001	285	312	34,133	50,449	3,598	12,052	34,799	308.4	2,650.4
2002	298	322	31,634	47,049	2,997	11,226	32,826	312.1	2,672.8
2003	277	298	30,952	45,046	2,731	10,881	31,434	314.3	2,659.9
2004	280	294	30,863	44,267	2,683	10,487	31,097	316.1	2,694.6
2005	262	278	29,429	41,657	2,465	10,442	28,750	316.8	2,740.3
2006	293	311	27,367	38,955	2,415	10,950	25,590	317.4	2,805.1
2007	269	296	27,367	38,955	2,415	10,950	25,590	320.5	2,848.6
2008	279	302	26,050	36,386	2,311	11,384	22,691	317.4	2,883.3
2009	211	224	25,720	36,447	2,155	10,981	23,311	314.2	2,916.1
2010	299	320	24,457	34,476	2,033	11,150	21,293	312.9	2,934.6
2011	208	221	24,436	34,186	1,673	9,602	22,911	312.0	2,986.3
2012	248	264	23,690	33,388	1,779	8,826	22,783	312.7	2,485.7
2013	265	286	23,249	32,324	1,523	8,389	22,412	309.4	2,534.1
2014	234	248	22,796	31,845	1,356	8,681	21,808	311.9	2,140.1
2015	253	266	25,818	35,899	1,526	12,272	22,102	316.0	2,566.1

Sources: Fatal crash and fatality figures, FARS Final Files 2011-2014, Annual Report File 2015; Injury Data, CT Crash Data Repository.

Figure 2 shows the trends in Connecticut's fatality and injury rates per 100 million vehicle miles traveled over the 1991 to 2015 period. The fatality rates generally declined during the 1990s and into the 2000s, reached a historic low of 0.70 fatalities per 100 million miles in 2009 and 2011, and reached 0.80 in 2015. The injury rates increased slightly through the 1990s and have been on a declining trend since 2000, reaching an all-time low of 102 injuries per 100M miles traveled in 2014, only to increase to 114 in 2015.

Figure 2. Killed & Injured per 100 Million Vehicle Miles Traveled: 1991-2015



Sources: Fatal crash and fatality figures are from the FARS Final Files 1991-2014, Annual Report File 2015; Injury Data from CT Crash Data Repository.

Table 3 shows fatal, injury, and property damage-only crash rates per 100,000 population in Connecticut's eight counties during the 2011 to 2015 period, while Table 4 presents total number of fatalities by county. Not surprisingly, the greatest number of fatalities occurred in the most populous counties of Hartford, New Haven, and Fairfield (Table 4). On the other hand, in recent years, Fairfield and New Haven counties generally have had fatal population-based crash rates that are below the statewide figures.

Table 3. Crash Rates by County

County	Crash Type	Rates per 100,000 Population by Year				
		2011	2012	2013	2014	2015
Fairfield	Fatal	5.2	5.4	5.3	4.5	3.6
	Injury	698.8	660.8	649.2	684.3	703.7
	Property Damage	1,569.7	2,183.7	2,134.8	1,537.3	2,727.7
Hartford	Fatal	7.5	7.7	8.0	5.9	6.7
	Injury	748.9	721.2	714.5	746.1	792.8
	Property Damage	1,511.0	2,025.6	2,071.9	1,505.5	2,270.3
Litchfield	Fatal	9.6	8.6	8.6	8.6	11.4
	Injury	566.2	527.9	466.0	577.9	502.7
	Property Damage	1,287.7	1,580.0	1,646.7	1,314.1	1,712.4
Middlesex	Fatal	8.5	8.5	8.5	7.9	11.6
	Injury	531.2	498.2	468.1	534.7	499.2
	Property Damage	1,166.6	1,240.9	1,231.0	1,174.3	1,902.3
New Haven	Fatal	6.7	5.9	6.8	5.8	7.0
	Injury	780.3	774.7	766.8	780.1	895.2
	Property Damage	1,622.8	2,201.6	2,258.9	1,622.5	2,745.3
New London	Fatal	8.0	9.9	9.5	9.9	9.9
	Injury	527.2	507.0	504.1	526.9	545.5
	Property Damage	1,562.3	1,967.4	1,957.0	1,561.3	2,022.3
Tolland	Fatal	10.6	9.9	10.5	11.9	9.9
	Injury	436.7	413.8	409.6	440.0	403.5
	Property Damage	1,160.6	1,282.8	1,324.5	1,169.3	1,375.6
Windham	Fatal	3.4	10.2	10.2	12.0	14.6
	Injury	413.0	452.4	432.1	417.1	441.8
	Property Damage	1,146.0	1,412.4	1,545.0	1,157.3	1,249.9
Statewide	Fatal	6.9	7.1	7.4	6.5	7.0
	Injury	682.4	659.8	646.5	679.4	719.0
	Property Damage	1,502.3	1,993.7	2,011.2	1,495.6	2,369.8

Sources: FARS Final Files 2011-2014, Annual Report File 2015; Connecticut Crash Data Repository

Table 4. Connecticut Fatalities by County

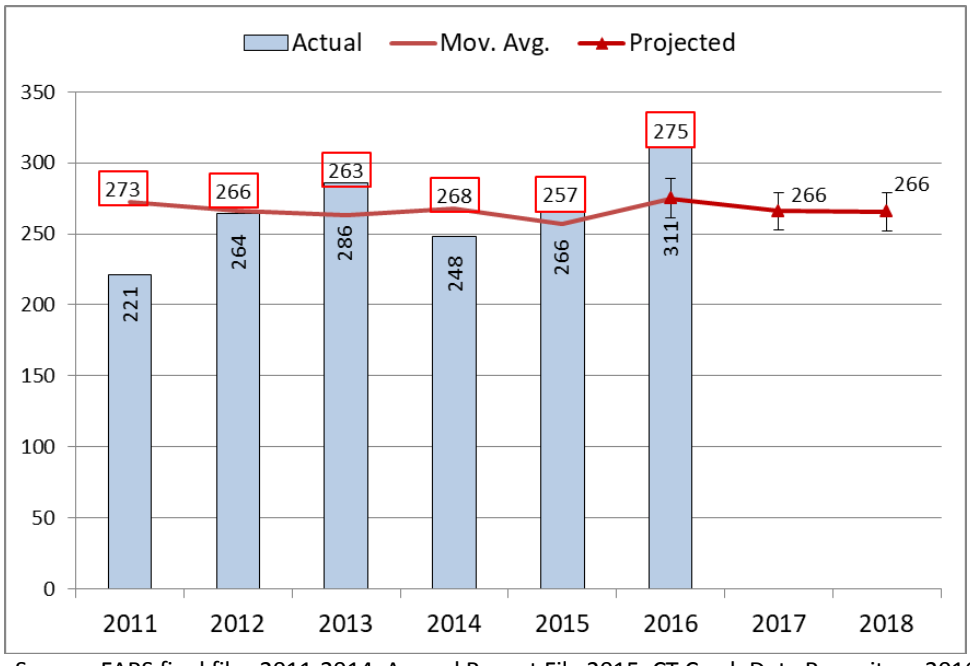
County	2011	2012	2013	2014	2015
Fairfield	51	53	50	47	35
Hartford	54	72	79	56	62
Litchfield	14	19	19	16	22
Middlesex	12	15	17	13	20
New Haven	41	60	63	52	63
New London	20	24	29	31	29
Tolland	11	17	17	18	17
Windham	18	4	12	15	18
Total	**221**	**264**	**286**	**248**	**266**

Source: FARS Final Files 2011-2014, Annual Report File 2015

Figure 3 shows Connecticut's fatalities for the years 2011 to 2016, the five-year moving averages, and projects this trend through 2018. If Connecticut's moving averages trend for 2011 to 2016 continues, the projection would be 266 fatalities in 2017 and 2018. If the fatality rate per 100 million vehicle miles of travel continues (Figure 4), it would project to 0.85 in 2017 and 2018. Note that 2011-2015 fatality data was obtained from FARS whereas the 2016 fatality data was obtained from the Connecticut Crash Data Repository.

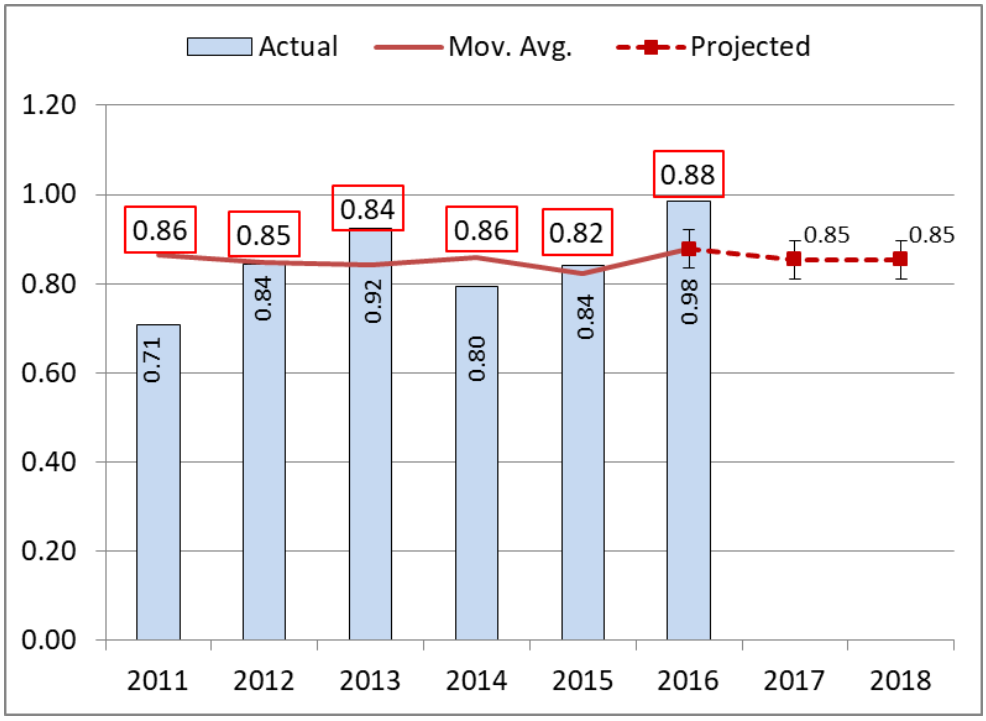
Figure 5 shows the trend in serious "A" injuries based on 2011 to 2016 data. If that trend continues, it would project to 1,368 "A" injuries in 2017, 1,243 in 2018. Figure 6 shows the "A" injury rate per 100 million miles of travel would project to 4.47 in 2017, and 4.09 in 2018.

Figure 3. Fatality Trend



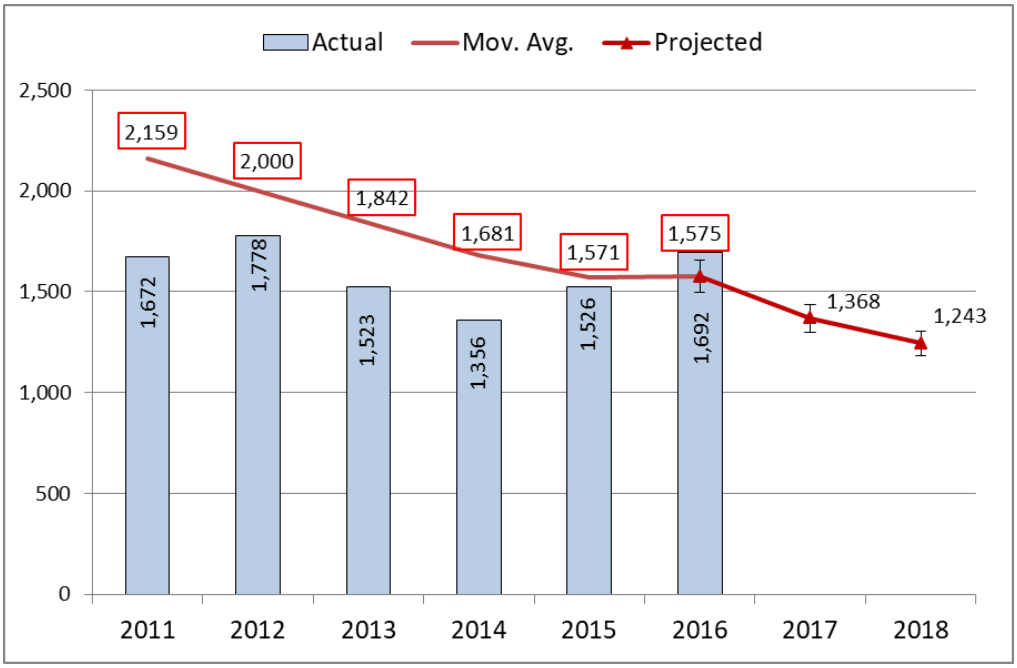
Source: FARS final files 2011-2014, Annual Report File 2015, CT Crash Data Repository 2016

Figure 4. Fatalities per 100M VMT Trend



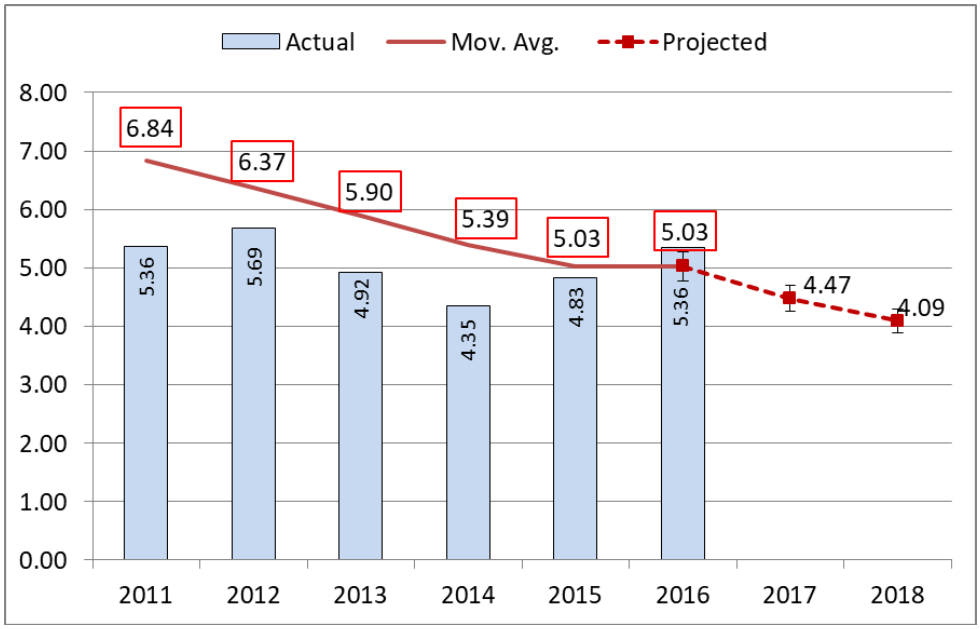
Source: FARS final files 2011-2014, Annual Report File 2015, CT Crash Data Repository 2016

Figure 5. Serious (A) Injury Trend



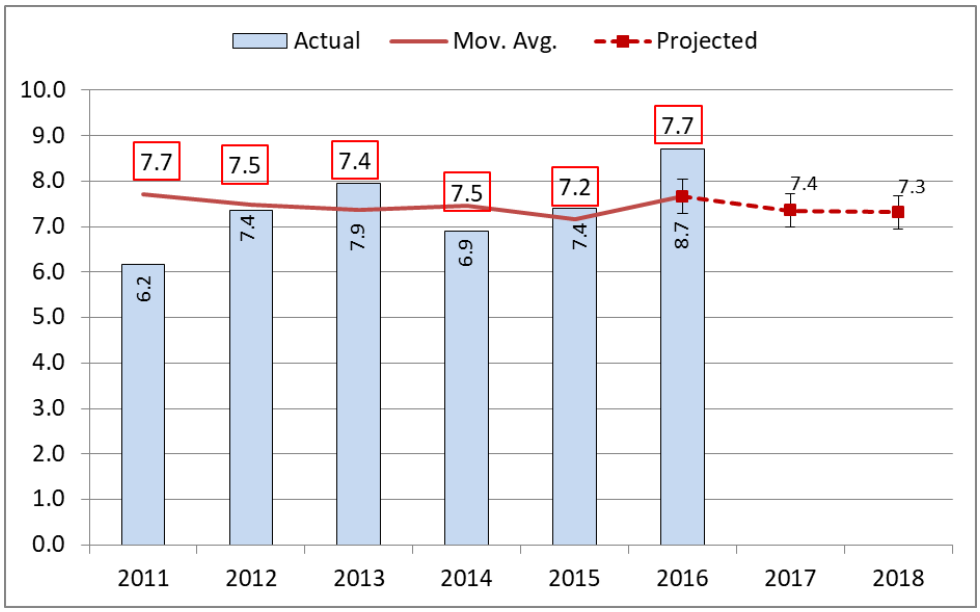
Source: Connecticut Crash Data Repository

Figure 6. Serious (A) Injuries per 100M VMT Trend



Source: Connecticut Crash Data Repository

Figure 7. Fatality Rate per 100,000 Population



Source: FARS final files 2011-2014, Annual Report File 2016, CT Crash Data Repository 2016

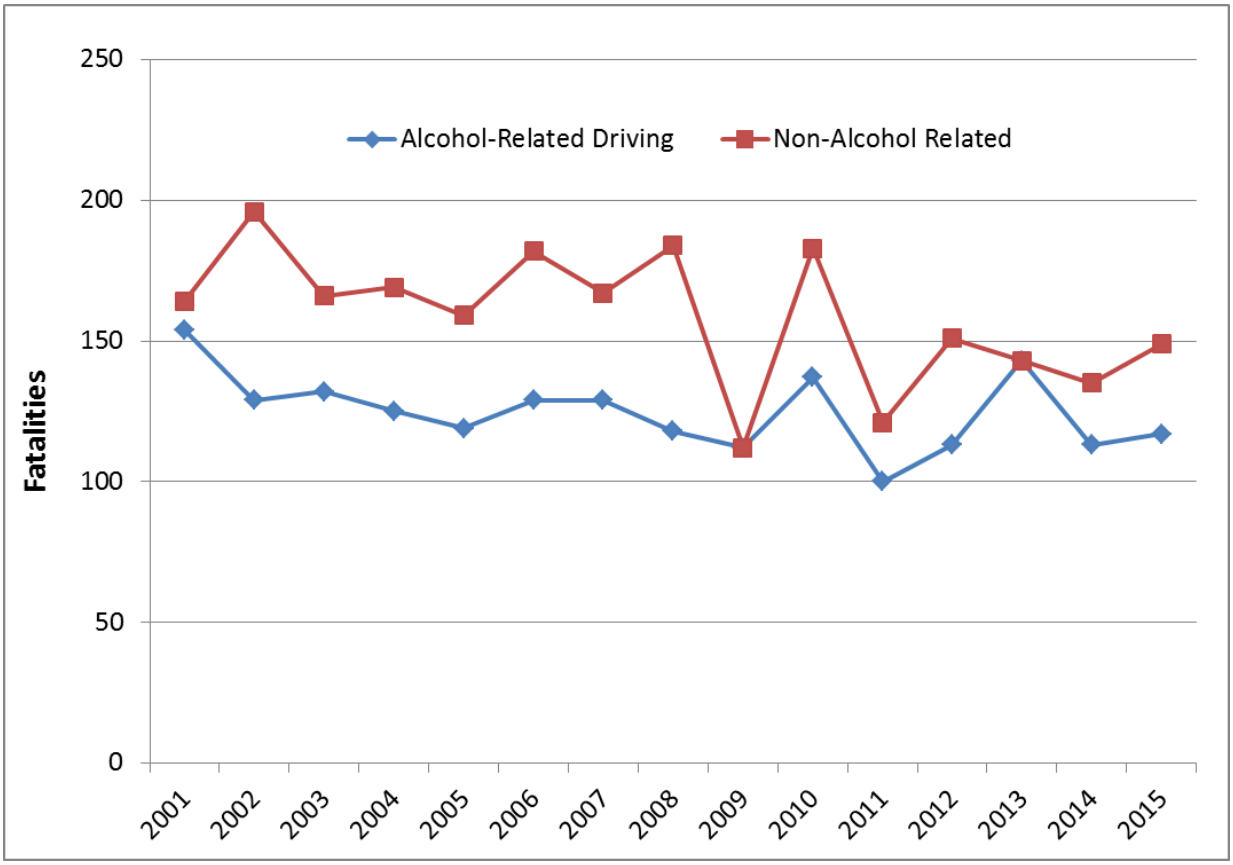
Impaired Driving

Impaired Driving (AL)

Problem Identification

Alcohol-related driving **fatalities are fatalities involving drivers or motorcycle operators with a Blood Alcohol Content (BAC) of 0.01 or higher whereas *alcohol-impaired driving* fatalities are those fatalities involving drivers or motorcycle operators with a BAC of 0.08 of higher.** The 15-year trends in Connecticut's alcohol-related driving and non-alcohol-related driving fatalities are shown in Figure AL-1. Alcohol-related driving fatalities showed a generally decreasing trend until 2009. The year 2011 had the lowest number of alcohol-related driving fatalities (100), and then increased through 2013. There were 117 alcohol-related driving fatalities in 2015, the fourth lowest number in the period reviewed.

Figure AL-1. Fatalities by Alcohol Involvement, 2001-2015



Source: FARS Alcohol Imputed Data Final Files 2001-2014, Annual Report File 2015

In 2015, Connecticut recorded BAC test results for 88 percent of fatally injured drivers and 27 percent of surviving drivers involved in fatal crashes. State rates were above the national figure of 70 percent for fatally injured drivers and equal to the national figure of 27 percent for surviving drivers (when it was known if the test was given). This represents a large increase over the 70 percent recorded in 2014 for fatally injured drivers.

Table AL-1 shows that the percentage of alcohol-related driving (BAC ≥ 0.01) fatalities in Connecticut during 2015 (44%) was higher than the national average of 34 percent. Thirty-eight percent (38%) of Connecticut's fatal crashes were estimated to have been alcohol-impaired driving crashes (BAC≥ 0.08), a higher rate than that seen nationwide (29%).

Table AL-1. Alcohol-Related (BAC ≥ 0.01+) Driving Fatalities/ Alcohol-Impaired (BAC ≥ 0.08+) Driving Crashes, 2015

	Connecticut	U.S.
Percentage of Alcohol-Related Driving Fatalities	43.8%	34.4%
Percentage of Alcohol-Impaired Driving Crashes	37.9%	28.9%

Source: FARS Imputed Alcohol Data Annual Report File 2015

When BAC test results are either not available or unknown, NHTSA employs a statistical model to estimate alcohol involvement. Multiple imputation data has been used in this Plan; Table AL-2 presents the imputed results. Note: using this method can produce slight differences in totals due to rounding.

Table AL-2. Alcohol-Impaired Driving Crashes/Fatalities

State Of Connecticut	2011	2012	2013	2014	2015
Number of Alcohol-Impaired Driving Fatal *Crashes*	85	92	116	92	96
Percent Alcohol-Impaired Driving Fatal *Crashes*	41%	37%	44%	39%	38%
Number of Alcohol-Impaired Driving *Fatalities*	94	100	126	97	103
Percent Alcohol-Impaired Driving *Fatalities*	43%	38%	44%	39%	39%

Source: FARS Imputed Alcohol Data Final Files 2011-2014, Annual Report File 2015

Between 2011 and 2013, there was an increase in the number of alcohol-impaired driving fatal crashes, followed by a decrease in 2014. In 2015, the number of alcohol-impaired driving fatal crashes was the second lowest highest in five years. The number of alcohol-related driving fatalities showed a similar pattern, increasing from 2011 to 2013, and then decreasing in 2014. The number of 2015 alcohol-impaired driving fatalities was the third lowest level in five years. The percentage of all crashes related to alcohol-impaired driving was the second lowest (with 2014) in the five-year period reviewed. The percentage of all fatalities related to alcohol-impaired driving was also the third lowest in five years. These figures, defined as a percentage of the total number of crashes and fatalities, remain unacceptably high and fluctuate from year to year. Table AL-3 shows Connecticut BAC test results for the years 2011 to 2015.

Table AL-3. BACs of Fatally Injured Drivers

BAC	2011	2012	2013	2014	2015
0.00	67	71	51	54	89
0.01-0.07	4	7	5	7	7
0.08 –Up	54	49	53	47	61
No/Unknown Result	27	42	82	54	23

Source: FARS Final Files 2011-2014, Annual Report File 2015

Table AL-4 shows the number of alcohol-related driving fatalities both by county and statewide for the years 2011 to 2015, the percentage of these that were known or estimated to have been alcohol-related, and the rate of alcohol-related driving fatalities per 100,000 population. Litchfield, Fairfield, and New London Counties had the highest percentage of alcohol-related driving fatalities for the year 2015 (56%, 54%, and 50%, respectively). The statewide data at the bottom of the table indicate that, for the 5-year period shown, the percentage of alcohol-related fatalities ranged from 42.8 to 50.0 percent.

New London, Tolland, and Litchfield counties consistently have the highest alcohol-related driving fatality rates per 100,000 of the population.

Table AL-4. Alcohol-Related (BAC ≥ 0.01+) Driving Fatalities by County

County	2011	2012	2013	2014	2015
Fairfield Total	51	53	50	47	35
% Alcohol	54.3%	40.9%	45.4%	38.7%	53.7%
Alcohol Rate/100,000	2.99	2.32	2.41	1.93	1.98
Hartford Total	54	72	79	56	62
% Alcohol	53.5%	44.9%	54.7%	50.7%	31.9%
Alcohol Rate/100,000	3.22	3.60	4.81	3.16	2.21
Litchfield Total	14	19	19	16	22
% Alcohol	44.3%	38.9%	55.8%	38.1%	55.9%
Alcohol Rate/100,000	3.28	3.95	5.68	3.30	6.70
Middlesex Total	12	15	17	13	20
% Alcohol	47.5%	37.3%	61.8%	18.5%	39.0%
Alcohol Rate/100,000	3.43	3.38	6.35	1.46	4.75
New Haven Total	41	60	63	52	63
% Alcohol	24.4%	38.2%	47.9%	42.3%	46.3%
Alcohol Rate/100,000	1.16	2.65	3.50	2.55	3.40
New London Total	20	24	29	31	29
% Alcohol	57.0%	47.1%	33.1%	62.9%	49.7%
Alcohol Rate/100,000	4.16	4.12	3.50	7.13	5.30
Tolland Total	11	17	17	18	17
% Alcohol	30.0%	50.0%	64.1%	53.9%	48.8%
Alcohol Rate/100,000	2.16	5.61	7.18	6.41	5.48
Windham Total	18	4	12	15	18
% Alcohol	40.0%	85.0%	45.0%	44.0%	33.3%
Alcohol Rate/100,000	6.09	2.89	4.59	5.64	5.15
Statewide					
Total Fatalities	221	264	286	248	266
% Alcohol	45.2%	42.8%	50.0%	45.5%	43.8%
Alcohol Rate/100,000	2.79	3.15	3.98	3.14	3.25

Source: FARS Imputed Alcohol Data Final Files 2011-2014, Annual Report File 2015

The number of alcohol-related driving fatalities has increased statewide from 100 in 2011 to 143 in 2013, but has decreased to 113 in 2014. The 2015 figure increased slightly to 117 (+4% between 2014 and 2015, see "Performance Measures" table at the end of this section). Overall fatalities have increased from 221 in 2011 to 266 in 2015 (+20%). The percentage of fatalities that are alcohol-related has decreased slightly (45.2% in 2011, 43.8% in 2015). The alcohol-related driving fatality rate has shown an increase over the 5-year reporting period, from 2.79 per 100,000 population in 2011 to 3.25 in 2015.

Table AL-5 shows the age groups of drinking drivers (BAC ≥ .01) killed during the 5-year period from 2011 to 2015, along with the numbers of licensed drivers in these same age groups. The table also shows the rate of drinking drivers killed (fatalities per 100,000 licensed drivers).

The table indicates that persons between the ages of 25 and 44 made up 46 percent of the drinking drivers fatalities. The table shows that approximately 8 percent of the fatally injured drinking drivers were under the legal drinking age.

The substantial over-representation (percent licensed drivers versus percent drivers killed) of the 16-20, 21-24, and 25-34 year old age groups and the under-representation of the 55+ age group is also of significance.

Table AL-5. Fatally Injured Drinking Drivers by Age Group (BAC ≥ 0.01)

Age	Drinking Drivers Killed (2011-2015)		Licensed Drivers (2015)		Rate[3]
	Number[1]	Percent of Total	Number[2]	Percent of Total	
<16	0	0.0%	0	0.0%	n/a
16-20	29	7.7%	123,898	4.8%	23.5
21-24	65	17.1%	159,982	6.2%	40.4
25-34	102	27.1%	422,383	16.5%	24.2
35-44	69	18.4%	393,886	15.3%	17.6
45-54	61	16.3%	497,298	19.4%	12.3
55-64	31	8.3%	471,489	18.4%	6.7
65-69	7	2.0%	175,736	6.8%	4.2
>69	12	3.1%	322,001	12.5%	3.6
Total	377	100.0%	2,566,673	100.0%	14.7

1. Source: FARS, Imputed Alcohol Data Final Files 2011-2014, Annual Report File 2015
2. Source: FHWA
3. Fatality rate per 100,000 Licensed Drivers

Table AL-6 shows additional characteristics of these drivers and their crashes. The table shows that the fatally injured drinking drivers were predominately males (83% overall) and were most often killed in single vehicle crashes (72%). Overall, 83.9 percent of the victims had valid licenses, 4.8 percent had a previous DUI conviction, and 90.7 percent were Connecticut residents. Approximately 67.5 percent of the fatalities took place on arterial type roadways, 13.7 percent were on collector roadways, and 18.8 percent were on local roadways. The second part of Table AL-6 shows that during the period of 2011-2015 drinking driver fatalities were most likely to have occurred on overnight periods on Saturdays and Sundays (these are likely in the overnight periods of Friday into Saturday and Saturday into Sunday). Friday, Saturday and Sunday account for approximately 62 percent of all alcohol-related driving fatalities. The table shows that 43.4 percent of the fatalities occurred during the late night hours of midnight to 5:59 a.m., 23.2 percent took place between 8:00 p.m. and midnight, and 33.4 percent occurred during the daytime hours from 6:00 a.m. to 7:59 p.m.

Table AL-6. Characteristics of Fatality Injured Drinking Drivers (BAC ≥ 0.01), 2011-2015

	2011 (N=69)	2012 (N=69)	2013 (N=89)	2014 (N=73)	2015 (N=76)	Total (N=376)
Age						
<21	8.1%	6.5%	11.2%	4.8%	6.7%	7.6%
21-34	57.9%	42.3%	43.4%	46.6%	32.6%	44.3%
35-49	19.6%	27.7%	30.1%	26.2%	30.2%	27.0%
50+	14.4%	23.5%	15.3%	22.4%	30.5%	21.1%
Sex						
Male	88.0%	81.4%	77.6%	87.9%	81.3%	82.9%
Female	12.0%	18.6%	22.4%	12.1%	18.7%	17.1%
Number of Vehicles						
Single Vehicle	78.4%	60.2%	75.5%	74.9%	71.2%	72.2%
Multiple Vehicle	21.6%	39.8%	24.5%	25.1%	28.8%	27.8%
License Valid	89.3%	88.5%	85.0%	76.3%	81.1%	83.9%
Previous DUI	4.3%	5.3%	5.6%	4.1%	4.6%	4.8%
Connecticut Resident	88.5%	96.4%	85.9%	90.9%	93.0%	90.7%
Road Type						
Arterial	64.1%	65.8%	64.2%	71.4%	72.2%	67.5%
Collector	18.2%	13.4%	12.5%	10.1%	15.0%	13.7%
Local	17.7%	20.8%	23.3%	18.6%	12.8%	18.8%

Source: FARS Alcohol Imputed Data Final Files 2011-2014, Annual Report File 2015

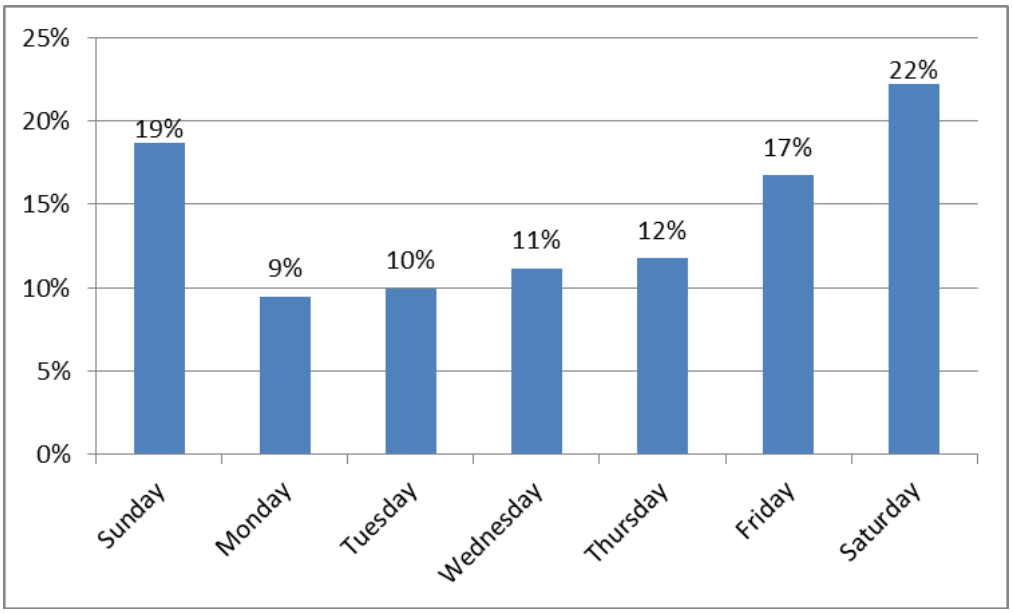
Table AL-6. Characteristics of Fatality Injured Drinking Drivers (BAC ≥ 0.01) 2011-2015 (Continued)

	2011 (N=69)	2012 (N=69)	2013 (N=89)	2014 (N=73)	2015 (N=76)	Total (N=376)
Day						
Sunday	20.9%	21.8%	25.1%	26.7%	26.9%	24.4%
Monday	11.7%	14.0%	4.5%	9.8%	9.4%	9.6%
Tuesday	9.8%	7.1%	14.1%	12.3%	8.3%	10.5%
Wednesday	3.9%	5.2%	4.4%	7.9%	11.9%	6.6%
Thursday	16.2%	12.3%	7.3%	11.7%	11.9%	11.6%
Friday	12.3%	9.7%	13.5%	18.0%	8.0%	12.3%
Saturday	25.3%	30.0%	31.1%	13.5%	23.6%	24.9%
Time						
Midnight-05:59	54.5%	41.3%	50.9%	30.6%	38.8%	43.4%
06:00-19:59	27.4%	36.9%	21.8%	43.2%	39.6%	33.4%
20:00-23:59	18.0%	21.8%	27.2%	26.2%	21.6%	23.2%
Month						
January	8.6%	6.1%	3.6%	7.0%	4.0%	5.7%
February	4.3%	12.0%	4.0%	7.4%	4.5%	6.3%
March	7.9%	2.9%	9.8%	2.7%	5.5%	5.9%
April	9.5%	6.9%	10.4%	7.6%	5.7%	8.1%
May	6.8%	6.5%	12.0%	11.2%	10.4%	9.6%
June	5.8%	10.1%	9.0%	11.2%	12.0%	9.6%
July	13.3%	9.4%	5.9%	9.7%	2.6%	8.0%
August	11.7%	5.9%	17.5%	12.7%	8.2%	11.5%
September	6.8%	7.8%	7.4%	10.0%	11.1%	8.6%
October	9.4%	12.1%	8.1%	7.5%	12.0%	9.7%
November	9.3%	8.7%	7.2%	5.9%	16.0%	9.4%
December	6.6%	11.7%	5.1%	7.2%	7.9%	7.6%

Source: FARS Alcohol Imputed Data Final Files 2011-2014, Annual Report File 2015

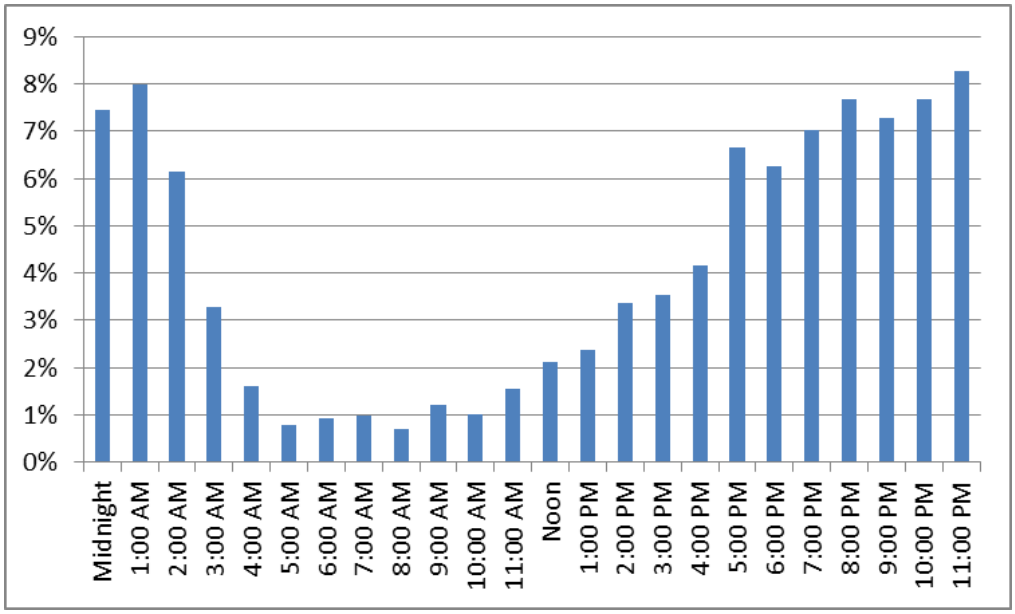
The distributions of crashes related to *alcohol, medication or other drugs* by time of day and day of week are shown in Figures AL-2 and AL-3. Note that 2015 injury crash data reporting does not allow for separate computation of alcohol-related crashes from the more general impaired crashes. As such, the 2015 impaired-related injury data presented here includes impairment related to alcohol, medication, or other drug. Monday through Thursday have fewer crashes and the frequency then builds through the weekend days. The frequency of crashes builds up in the afternoon and evening hours, peaking during the 11p.m. to 2a.m. period.

Figure AL-2. Alcohol-Related and Other Impaired-Related Crashes by Day of Week 2015



Source: Connecticut Crash Data Repository

Figure AL-3. Alcohol-Related and Other Impaired-Related Crashes by Time of Day 2015



Source: Connecticut Crash Data Repository

Table AL-7 shows the percentage of Connecticut non-fatal crashes in the year 2015 in which police reported that *alcohol, medication or other drug* was involved. The table shows that alcohol, medication or other drug is a greater factor in severe crashes than less severe crashes. For instance, 2015 results indicate 11.6 percent of "A"-injury crashes and 6.1 percent of "B"-injury crashes involved an impairing substance compared to 2.9 percent of "C"-injury and 2.2 percent of Property Damage Only crashes. Note that these data are not comparable to previous years due to changes in crash data reporting.

The lower percentage of impairing substance involvement in injury and property-damage only crashes also reflects the general unstated policy of many law enforcement agencies that unless a DUI arrest is made, alcohol, medication or other drug involvement is not indicated as a contributing factor in the crash. Crashes which result in property damage only or B and C type injuries are generally less likely to involve alcohol, medication or other drug.

Table AL-7. Percent of Crashes Police Reported Alcohol, Medication, or Other Drug Involved

Maximum Severity Level	2015
A Injury	11.6%
B Injury	6.1%
C Injury	2.9%
No Injury	2.2%
Injury Crashes	4.6%
Total Crashes	2.7%

Source: Connecticut Crash Data Repository

Table AL-8 is a list of tracking information utilized to chart the State's progress for the number of alcohol-related crashes and fatalities, and the percent of alcohol-related crashes and fatalities as a percentage of total crashes. The five- year passenger vehicle injury crash data below is utilized as part of evaluation criteria in the awarding of Comprehensive DUI Enforcement Grants. The data includes statistical information that provides a query for municipal statewide motor vehicle crash ranking. The information is gathered by Preusser Research Group utilizing census and vehicle crash data. The established ranking is included in the written application review process.

Table AL-8. Impaired Driving Summary

			2012-2016 Passenger Vehicles Injury Crashes										Cross County Ranks					
County	Town	2015 Population	Single Vehicle Nighttime Crashes (9 PM to 5:59 AM)	Rank (N Night)	Single Vehicle Nighttime Crashes (9 PM to 5:59 AM)/ 100K Population	Rank (Rate Night)	Alcohol Related Crashes	Rank (N Alc Rel)	Alcohol Related Crashes/ 100K Population	Rank (Alc Rel Rate)	Mean Rank (Range = 1 to N towns in county)	Overall Rank	Rank (N Night)	Rank (Rate Night)	Rank (N Alc Rel)	Rank (Alc Rel Rate)	Mean Rank (Range = 1 to N towns in county)	Overall Rank
1	Redding	9,293	16	15	172.2	1	16	10	172.2	2	7	1	69	25	85	55	58.5	**42**
1	Darien	21,787	35	7	160.6	2	40	22	183.6	1	8	2	23	30	45	45	35.75	**11**
1	Bethel	19,529	19	12	97.3	7	24	15	122.9	9	10.75	3	54	87	70	112	80.75	**81**
1	Easton	7,625	7	21	91.8	8	8	7	104.9	11	11.75	4	117	97	120	134	117	**143**
1	Newtown	28,022	24	11	85.6	10	29	19	103.5	12	13	5	38	106	60	136	85	**87**
1	Brookfield	17,143	17	14	99.2	6	11	13	64.2	20	13.25	6	62	86	107	159	103.5	**120**
1	Wilton	18,714	16	15	85.5	11	18	18	96.2	14	14.5	7	69	108	83	139	99.75	**113**
1	Sherman	3,668	3	23	81.8	12	2	1	54.5	22	14.5	7	150	113	157	164	146	**163**
1	Trumbull	36,628	29	9	79.2	13	48	31	131.0	8	15.25	9	32	118	34	104	72	**68**
1	New Cana	20,387	15	17	73.6	17	14	9	68.7	18	15.25	9	72	126	93	157	112	**137**
1	Weston	10,387	8	20	77.0	14	7	12	67.4	19	16.25	11	106	121	128	158	128.25	**155**
1	Westport	27,899	19	12	68.1	18	41	31	147.0	5	16.5	12	54	137	43	85	79.75	**78**
1	Shelton	41,296	28	10	67.8	19	39	29	94.4	15	18.25	13	35	138	47	140	90	**95**
1	Monroe	19,833	11	19	55.5	22	26	25	131.1	7	18.25	13	92	151	66	103	103	**119**
1	New Fairfie	14,126	5	22	35.4	23	5	7	35.4	23	18.75	15	135	164	141	167	151.75	**166**
1	Ridgefield	25,244	15	17	59.4	21	16	17	63.4	21	19	16	72	147	85	160	116	**140**
1	Danbury	84,657	106	3	125.2	3	120	69	141.7	6	20.25	17	6	59	7	89	40.25	**14**
1	Stratford	52,609	35	7	66.5	20	62	49	117.9	10	21.5	18	23	140	21	119	75.75	**75**
1	Greenwich	62,695	64	5	102.1	5	59	81	94.1	16	26.75	19	13	81	23	141	64.5	**52**
1	Fairfield	61,523	47	6	76.4	15	91	85	147.9	4	27.5	20	18	122	12	84	59	**43**
1	Bridgeport	147,629	153	1	103.6	4	142	108	96.2	13	31.5	21	4	79	5	138	56.5	**37**
1	Norwalk	88,485	67	4	75.7	16	149	130	168.4	3	38.25	22	8	124	4	58	48.5	**22**
1	Stamford	128,874	117	2	90.8	9	113	165	87.7	17	48.25	23	5	100	9	147	65.25	**56**
3	Marlboroug	6,430	10	20	155.5	3	16	15	248.8	4	10.5	1	97	34	85	14	57.5	**40**
3	East Wind	11,400	19	15	166.7	2	36	33	315.8	1	12.75	2	54	27	49	5	33.75	**8**
3	Plainville	17,773	30	9	168.8	1	53	41	298.2	2	13.25	3	30	26	30	6	23	**3**
3	Suffield	15,662	24	13	153.2	4	22	22	140.5	20	14.75	4	38	35	74	93	60	**46**
3	East Granl	5,199	7	26	134.6	7	7	5	134.6	22	15	5	117	50	128	98	98.25	**109**
3	Windsor L	12,537	10	20	79.8	17	30	24	239.3	5	16.5	6	97	117	57	17	72	**68**
3	Hartland	2,127	3	29	141.0	5	2	6	94.0	27	16.75	7	150	43	157	142	123	**151**
3	Berlin	20,560	25	12	121.6	10	44	39	214.0	7	17	8	37	63	38	30	42	**16**
3	South Win	25,789	13	17	50.4	26	44	15	170.6	10	17	8	82	160	38	57	84.25	**84**
3	Wethersfie	26,367	29	11	110.0	11	43	34	163.1	13	17.25	10	32	69	40	67	52	**30**
3	Burlington	9,623	8	23	83.1	15	11	11	114.3	24	18.25	11	106	111	107	123	111.75	**135**
3	Granby	11,298	7	26	62.0	23	16	8	141.6	17	18.5	12	117	145	85	90	109.25	**132**
3	Windsor	29,016	22	14	75.8	19	41	26	141.3	18	19.25	13	43	123	43	91	75	**73**
3	Canton	10,330	8	23	77.4	18	8	11	77.4	28	20	14	106	120	120	152	124.5	**153**
3	Farmingtor	25,629	33	8	128.8	8	66	67	257.5	3	21.5	15	27	55	19	11	28	**5**
3	Rocky Hill	20,021	13	17	64.9	22	22	23	109.9	25	21.75	16	82	142	74	129	106.75	**125**
3	Glastonbu	34,678	19	15	54.8	24	49	30	141.3	19	22	17	54	154	33	92	83.25	**82**
3	Southingto	43,817	38	7	86.7	14	68	55	155.2	14	22.5	18	21	105	18	76	55	**33**
3	Bloomfield	20,749	11	19	53.0	25	34	34	163.9	12	22.5	18	92	158	53	63	91.5	**99**
3	East Hartf	50,821	65	2	127.9	9	85	70	167.3	11	23	20	11	56	14	60	35.25	**10**
3	Simsbury	24,348	8	23	32.9	27	26	19	106.8	26	23.75	21	106	165	66	132	117.25	**145**
3	Avon	18,414	5	28	27.2	29	9	12	48.9	29	24.5	22	135	167	117	166	146.25	**164**
3	Enfield	44,323	30	9	67.7	21	77	60	173.7	9	24.75	23	30	139	17	53	59.75	**45**
3	Newington	30,604	10	20	32.7	28	46	36	150.3	16	25	24	97	166	35	82	95	**104**
3	Bristol	60,452	65	2	107.5	12	136	105	225.0	6	31.25	25	11	75	6	23	28.75	**7**
3	West Hart	63,053	43	6	68.2	20	83	85	131.6	23	33.5	26	19	136	15	101	67.75	**59**
3	New Britai	72,808	60	4	82.4	16	110	102	151.1	15	34.25	27	14	112	10	79	53.75	**31**
3	Mancheste	58,007	53	5	91.4	13	108	121	186.2	8	36.75	28	15	98	11	43	41.75	**15**
3	Hartford	124,006	172	1	138.7	6	174	123	140.3	21	37.75	29	3	48	3	94	37	**13**
5	Roxbury	2,187	7	10	320.1	1	5	0	228.6	6	4.25	1	117	5	141	21	71	**64**
5	Harwinton	5,493	10	7	182.0	5	10	11	182.0	7	7.5	2	97	19	113	47	69	**63**
5	Bridgewate	1,659	5	14	301.4	2	2	0	120.6	17	8.25	3	135	6	157	116	103.5	**120**
5	Litchfield	8,212	12	5	146.1	10	19	16	231.4	5	9	4	86	39	80	20	56.25	**35**
5	Kent	2,869	5	14	174.3	6	5	6	174.3	11	9.25	5	135	23	141	52	87.75	**92**
5	Salisbury	3,638	7	10	192.4	3	5	8	137.4	16	9.25	5	117	16	141	96	92.5	**100**

Table AL-8 Impaired Driving Summary (cont'd)

			2012-2016 Passenger Vehicles Injury Crashes											Cross County Ranks					
County	Town	2015 Population	Single Vehicle Nighttime Crashes (9 PM to 5:59 AM)	Rank (N Night)	Single Vehicle Nighttime Crashes (9 PM to 5:59 AM)/ 100K Population	Rank (Rate Night)	Alcohol Related Crashes	Rank (N Alc Rel)	Alcohol Related Crashes/ 100K Population	Rank (Alc Rel Rate)	Mean Rank (Range = 1 to N towns in county)	Overall Rank	Rank (N Night)	Rank (Rate Night)	Rank (N Alc Rel)	Rank (Alc Rel Rate)	Mean Rank (Range = 1 to N towns in county)	Overall Rank
5	Plymouth	11,813	19	4	160.8	8	13	9	110.0	19	10	7	54	29	98	128	77.25	**76**
5	Thomaston	7,621	12	5	157.5	9	12	14	157.5	14	10.5	8	86	32	101	73	73	**71**
5	Morris	2,293	3	16	130.8	13	4	3	174.4	10	10.5	8	150	54	152	51	101.75	**117**
5	New Hartfo	6,764	8	9	118.3	14	12	13	177.4	9	11.25	10	106	65	101	50	80.5	**80**
5	North Cana	3,194	3	16	93.9	15	8	13	250.5	4	12	11	150	90	120	13	93.25	**102**
5	Norfolk	1,643	3	16	182.6	4	1	4	60.9	24	12	11	150	18	165	161	123.5	**152**
5	Colebrook	1,436	2	19	139.3	12	2	4	139.3	15	12.5	13	159	45	157	95	114	**138**
5	Washingto	3,466	6	12	173.1	7	2	6	57.7	25	12.5	13	128	24	157	163	118	**147**
5	Barkhamst	3,685	2	19	54.3	24	10	6	271.4	2	12.75	15	159	155	113	8	108.75	**131**
5	Sharon	2,706	1	23	37.0	25	7	5	258.7	3	14	16	164	163	128	10	116.25	**141**
5	Canaan	1,185	0	26	0.0	26	5	3	421.9	1	14	16	169	169	141	2	120.25	**148**
5	Bethlehem	3,473	2	19	57.6	22	4	2	115.2	18	15.25	18	159	148	152	121	145	**161**
5	Woodbury	9,636	9	8	93.4	16	8	19	83.0	20	15.75	19	103	92	120	150	116.25	**141**
5	Goshen	2,904	2	19	68.9	21	2	2	68.9	23	16.25	20	159	135	157	156	151.75	**166**
5	Warren	1,417	1	23	70.6	20	1	1	70.6	22	16.5	21	164	131	165	154	153.5	**168**
5	New Milfor	27,276	38	1	139.3	11	43	44	157.6	13	17.25	22	21	44	40	71	44	**18**
5	Watertown	21,911	20	3	91.3	17	38	41	173.4	12	18.25	23	50	99	48	54	62.75	**47**
5	Cornwall	1,387	1	23	72.1	19	0	5	0.0	26	18.25	23	164	128	168	168	157	**169**
5	Wincheste	10,829	6	12	55.4	23	8	24	73.9	21	20	25	128	152	120	153	138.25	**160**
5	Torrington	34,906	31	2	88.8	18	62	57	177.6	8	21.25	26	29	102	21	49	50.25	**27**
7	Chester	4,277	7	8	163.7	2	7	6	163.7	3	4.75	1	117	28	128	64	84.25	**84**
7	Haddam	8,292	13	3	156.8	3	12	11	144.7	8	6.25	2	82	33	101	86	75.5	**74**
7	Westbrook	6,902	13	3	188.4	1	6	9	86.9	14	6.75	3	82	17	138	148	96.25	**105**
7	Middlefield	4,407	6	11	136.1	4	7	11	158.8	4	7.5	4	128	49	128	70	93.75	**103**
7	Cromwell	14,034	17	2	121.1	6	32	23	228.0	1	8	5	62	64	55	22	50.75	**28**
7	East Hadd	9,081	8	7	88.1	9	11	7	121.1	10	8.25	6	106	104	107	115	108	**129**
7	Deep River	4,516	6	11	132.9	5	5	5	110.7	12	8.25	6	128	51	141	127	111.75	**135**
7	Durham	7,301	7	8	95.9	8	11	13	150.7	6	8.75	8	117	88	107	81	98.25	**109**
7	East Hamp	12,858	11	5	85.5	10	28	20	217.8	2	9.25	9	92	107	63	27	72.25	**70**
7	Old Saybr	10,160	11	5	108.3	7	11	14	108.3	13	9.75	10	92	71	107	131	100.25	**114**
7	Essex	6,586	4	14	60.7	13	8	8	121.5	9	11	11	145	146	120	114	131.25	**156**
7	Killingwort	6,455	4	14	62.0	12	5	4	77.5	15	11.25	12	145	144	141	151	145.25	**162**
7	Clinton	13,047	7	8	53.7	14	20	19	153.3	5	11.5	13	117	156	78	78	107.25	**126**
7	Portland	9,391	5	13	53.2	15	14	20	149.1	7	13.75	14	135	157	93	83	117	**143**
7	Middletown	46,756	34	1	72.7	11	55	64	117.6	11	21.75	15	25	127	26	120	74.5	**72**
9	Middlebury	7,634	21	15	275.1	1	12	7	157.2	13	9	1	47	7	101	75	57.5	**40**
9	Orange	13,944	29	9	208.0	2	50	30	358.6	1	10.5	2	32	11	31	3	19.25	**1**
9	Beacon Fa	6,081	12	24	197.3	4	10	7	164.4	10	11.25	3	86	14	113	62	68.75	**62**
9	Derby	12,700	18	17	141.7	7	30	20	236.2	2	11.5	4	59	42	57	18	44	**18**
9	Woodbridg	8,886	16	20	180.1	5	14	11	157.6	12	12	5	69	21	93	72	63.75	**51**
9	Seymour	16,475	21	15	127.5	10	32	27	194.2	4	14	6	47	57	55	35	48.5	**22**
9	Bethany	5,510	6	27	108.9	13	7	9	127.0	15	16	7	128	70	128	107	108.25	**130**
9	Southbury	19,675	14	22	71.2	24	33	13	167.7	8	16.75	8	77	130	54	59	80	**79**
9	Ansonia	18,854	22	12	116.7	12	13	19	69.0	25	17	9	43	67	98	155	90.75	**98**
9	Prospect	9,739	10	25	102.7	17	12	11	123.2	17	17.5	10	97	80	101	111	97.25	**107**
9	Guilford	22,350	24	10	107.4	16	21	24	94.0	22	18	11	38	76	76	143	83.25	**82**
9	North Have	23,828	34	8	142.7	6	45	54	188.9	5	18.25	12	25	41	36	41	35.75	**11**
9	Cheshire	29,262	22	12	75.2	23	30	17	102.5	21	18.25	12	43	125	57	137	90.5	**97**
9	Oxford	13,013	14	22	107.6	15	12	13	92.2	23	18.25	12	77	74	101	144	99	**112**
9	Wolcott	16,673	17	18	102.0	18	19	21	114.0	19	19	15	62	83	80	125	87.5	**90**

Table AL-8 Impaired Driving Summary (cont'd)

		2012-2016 Passenger Vehicles Injury Crashes											Cross County Ranks					
County	Town	2015 Population	Single Vehicle Nighttime Crashes (9 PM to 5:59 AM)	Rank (N Night)	Single Vehicle Nighttime Crashes (9 PM to 5:59 AM)/ 100K Population	Rank (Rate Night)	Alcohol Related Crashes	Rank (N Alc Rel)	Alcohol Related Crashes/ 100K Population	Rank (Alc Rel Rate)	Mean Rank (Range = 1 to N towns in county)	Overall Rank	Rank (N Night)	Rank (Rate Night)	Rank (N Alc Rel)	Rank (Alc Rel Rate)	Mean Rank (Range = 1 to N towns in county)	Overall Rank
9	Madison	18,223	17	18	93.3	20	11	23	60.4	26	21.75	16	62	93	107	162	106	**123**
9	North Bran	14,263	8	26	56.1	26	7	8	49.1	27	21.75	16	106	150	128	165	137.25	**159**
9	Branford	28,145	24	10	85.3	22	45	49	159.9	11	23	18	38	109	36	68	62.75	**47**
9	Naugatuck	31,538	22	12	69.8	25	54	52	171.2	7	24	19	43	133	28	56	65	**54**
9	West Have	54,927	49	6	89.2	21	63	53	114.7	18	24.5	20	17	101	20	122	65	**54**
9	East Haver	28,935	15	21	51.8	27	36	35	124.4	16	24.75	21	72	159	49	110	97.5	**108**
9	Meriden	59,988	79	3	131.7	9	119	85	198.4	3	25	22	7	53	8	33	25.25	**4**
9	Hamden	61,218	66	5	107.8	14	55	59	89.8	24	25.5	23	10	73	26	145	63.5	**49**
9	Wallingford	44,893	42	7	93.6	19	82	79	182.7	6	27.75	24	20	91	16	46	43.25	**17**
9	Waterbury	108,802	217	1	199.4	3	181	114	166.4	9	31.75	25	1	13	2	61	19.25	**1**
9	Milford	53,592	67	4	125.0	11	57	97	106.4	20	33	26	8	60	25	133	56.5	**37**
9	New Haver	130,322	181	2	138.9	8	185	132	142.0	14	39	27	2	47	1	88	34.5	**9**
11	Franklin	1,975	7	14	354.4	1	5	4	253.2	2	5.25	1	117	3	141	12	68.25	**60**
11	Voluntown	2,579	9	13	349.0	2	5	4	193.9	11	7.5	2	103	4	141	36	71	**64**
11	Lebanon	7,259	14	9	192.9	6	16	11	220.4	7	8.25	3	77	15	85	26	50.75	**28**
11	Lisbon	4,310	10	12	232.0	3	8	8	185.6	14	9.25	4	97	8	120	44	67.25	**58**
11	North Ston	5,256	5	17	95.1	13	13	5	247.3	4	9.75	5	135	89	98	16	84.5	**86**
11	Bozrah	2,603	6	16	230.5	4	5	8	192.1	13	10.25	6	128	9	141	39	79.25	**77**
11	Colchester	16,130	17	6	105.4	11	40	22	248.0	3	10.5	7	62	78	45	15	50	**25**
11	Lyme	2,374	5	17	210.6	5	0	2	0.0	21	11.25	8	135	10	168	168	120.25	**148**
11	Preston	4,707	7	14	148.7	7	24	24	509.9	1	11.5	9	117	37	70	1	56.25	**35**
11	Old Lyme	7,521	11	11	146.3	8	10	11	133.0	17	11.75	10	92	38	113	100	85.75	**88**
11	East Lyme	19,343	18	5	93.1	15	21	11	108.6	19	12.5	11	59	95	76	130	90	**95**
11	Sprague	2,951	3	20	101.7	12	4	2	135.5	16	12.5	11	150	84	152	97	120.75	**150**
11	Salem	4,183	3	20	71.7	20	9	4	215.2	8	13	13	150	129	117	29	106.25	**124**
11	Ledyard	15,025	14	9	93.2	14	29	19	193.0	12	13.5	14	77	94	60	37	67	**57**
11	Montville	19,396	27	3	139.2	9	35	29	180.4	15	14	15	36	46	51	48	45.25	**20**
11	Griswold	11,830	5	17	42.3	21	23	19	194.4	10	16.75	16	135	161	72	34	100.5	**115**
11	Stonington	18,370	17	6	92.5	16	43	43	234.1	5	17.5	17	62	96	40	19	54.25	**32**
11	Groton	39,692	32	2	80.6	18	50	35	126.0	18	18.25	18	28	116	31	109	71	**64**
11	Waterford	19,281	15	8	77.8	19	20	26	103.7	20	18.25	18	72	119	78	135	101	**116**
11	New Londo	27,179	24	4	88.3	17	58	49	213.4	9	19.75	20	38	103	24	31	49	**24**
11	Norwich	39,899	50	1	125.3	10	88	87	220.6	6	26	21	16	58	13	25	28	**5**
13	Willington	5,908	12	4	203.1	2	19	11	321.6	1	4.5	1	86	12	80	4	45.5	**21**
13	Bolton	4,947	9	7	181.9	3	14	8	283.0	2	5	2	103	20	93	7	55.75	**34**
13	Ellington	15,916	18	2	113.1	5	26	15	163.4	5	6.75	3	59	68	66	66	64.75	**53**
13	Union	843	5	10	593.1	1	1	5	118.6	13	7.25	4	135	1	165	117	104.5	**122**
13	Tolland	14,849	12	4	80.8	7	23	14	154.9	6	7.75	5	86	114	72	77	87.25	**89**
13	Andover	3,262	4	11	122.6	4	4	5	122.6	12	8	6	145	61	152	113	117.75	**146**
13	Stafford	11,837	12	4	101.4	6	15	13	126.7	11	8.5	7	86	85	91	108	92.5	**100**
13	Somers	11,432	8	8	70.0	8	15	13	131.2	8	9.25	8	106	132	91	102	107.75	**128**
13	Columbia	5,434	3	13	55.2	12	7	5	128.8	9	9.75	9	150	153	128	105	134	**158**
13	Mansfield	26,043	17	3	65.3	10	35	21	134.4	7	10.25	10	62	141	51	99	88.25	**93**
13	Hebron	9,552	4	11	41.9	13	25	14	261.7	3	10.25	10	145	162	69	9	96.25	**105**
13	Vernon	28,959	20	1	69.1	9	54	38	186.5	4	13	12	50	134	28	42	63.5	**49**
13	Coventry	12,438	8	8	64.3	11	16	24	128.6	10	13.25	13	106	143	85	106	110	**133**
15	Chaplin	2,255	8	6	354.8	1	5	6	221.7	1	3.5	1	106	2	141	24	68.25	**60**
15	Putnam	9,372	15	4	160.1	3	18	10	192.1	5	5.5	2	72	31	83	40	56.5	**37**
15	Hampton	1,849	2	13	108.2	9	4	1	216.3	2	6.25	3	159	72	152	28	102.75	**118**
15	Ashford	4,251	5	10	117.6	8	9	5	211.7	3	6.5	4	135	66	117	32	87.5	**90**

Table AL-8 Impaired Driving Summary (cont'd)

2012-2016 Passenger Vehicles Injury Crashes													Cross County Ranks					
County	Town	2015 Population	Single Vehicle Nighttime Crashes (9 PM to 5:59 AM)	Rank (N Night)	Single Vehicle Nighttime Crashes (9 PM to 5:59 AM)/ 100K Population	Rank (Rate Night)	Alcohol Related Crashes	Rank (N Alc Rel)	Alcohol Related Crashes/ 100K Population	Rank (Alc Rel Rate)	Mean Rank (Range = 1 to N towns in county)	Overall Rank	Rank (N Night)	Rank (Rate Night)	Rank (N Alc Rel)	Rank (Alc Rel Rate)	Mean Rank (Range = 1 to N towns in county)	Overall Rank
15	Pomfret	4,163	6	9	144.1	5	6	2	144.1	10	6.5	4	128	40	138	87	98.25	**109**
15	Sterling	3,764	4	11	106.3	10	6	1	159.4	7	7.25	6	145	77	138	69	107.25	**126**
15	Woodstock	7,838	8	6	102.1	11	7	7	89.3	14	9.5	6	106	82	128	146	115.5	**139**
15	Scotland	1,686	3	12	177.9	2	2	5	118.6	11	7.5	7	150	22	157	117	111.5	**134**
15	Killingly	17,131	21	1	122.6	7	28	22	163.4	6	9	8	47	62	63	65	59.25	**44**
15	Thompson	9,290	14	5	150.7	4	14	18	150.7	9	9	8	77	36	93	80	71.5	**67**
15	Eastford	1,750	1	14	57.1	14	2	3	114.3	12	10.75	11	164	149	157	124	148.5	**165**
15	Canterbury	5,089	1	14	19.7	15	8	10	157.2	8	11.75	12	164	168	120	74	131.5	**157**
15	Brooklyn	8,259	7	8	84.8	12	7	18	84.8	15	13.25	13	117	110	128	149	126	**154**
15	Plainfield	15,077	20	2	132.7	6	29	45	192.3	4	14.25	14	50	52	60	38	50	**25**
15	Windham	24,799	20	2	80.6	13	28	31	112.9	13	14.75	15	50	115	63	126	88.5	**94**
						County Stats												
9	**New Haven**	859,470	1067	1	124.1	1	1235	2	143.7	6	2.5	1						
3	**Hartford**	895,841	840	3	93.8	5	1466	1	163.6	3	3	2						
11	**New Londo**	271,863	299	4	110.0	4	506	4	186.1	1	3.25	3						
5	**Litchfield**	183,603	215	5	117.1	2	288	5	156.9	4	4	4						
1	**Fairfield**	948,053	856	2	90.3	7	1080	3	113.9	8	5	5						
15	**Windham**	116,573	135	7	115.8	3	173	8	148.4	5	5.75	6						
13	**Tolland**	151,420	132	8	87.2	8	254	6	167.7	2	6	7						
7	**Middlesex**	164,063	153	6	93.3	6	232	7	141.4	7	6.5	8						
Connecticut		########	**3697**		**103.0**		**5234**		**145.8**									

Performance Measures

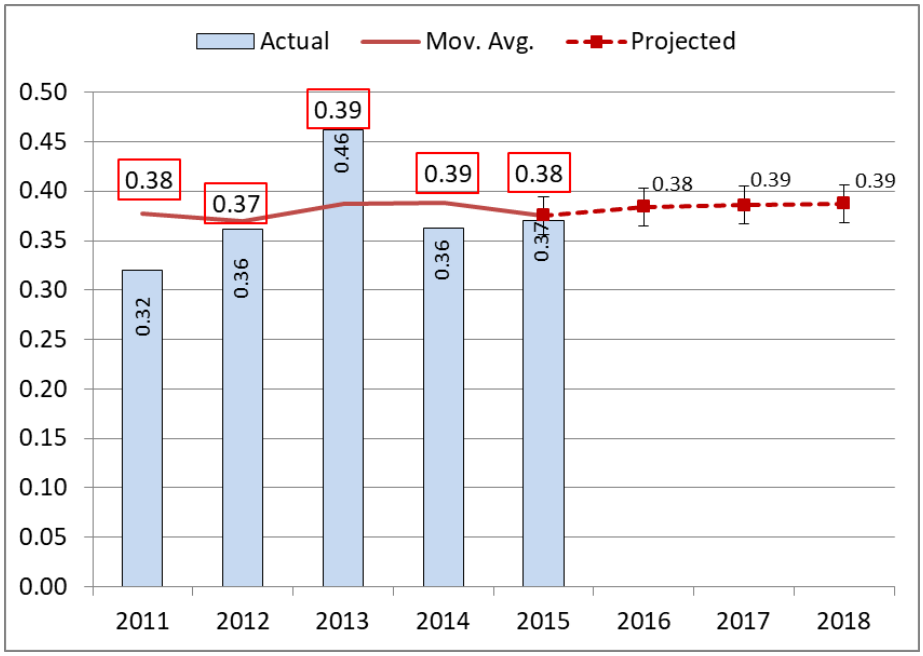
The following performance measures have been selected based on their ability to indicate trends in impaired driving over extended periods of time. While some absolute numbers may be higher from year to year, moving average and trend data may show modest projected decreases over time. These projections are then applied during the goal selection process. Starting in 2015, the impaired injury crash data includes impairment related to alcohol, medication, or other drug. The 2015 impaired crash data is therefore not comparable to previous years reported.

Performance Measures	2011	2012	2013	2014	2015
Alcohol-Impaired Driving Fatalities	94	100	126	97	103
Alcohol-Impaired Driving Fatal Crashes	85	92	116	92	96
Percent Alcohol-Impaired Driving Fatal Crashes	40.9%	37.1%	43.8%	39.1%	37.9%
Alcohol-Related Driving Fatalities	100	98	143	113	117
Percent Alcohol-Related Driving Fatalities	45.2%	37.1%	50.0%	45.6%	44.0%
Alcohol-Related Driving Fatalities per 100M VMT	0.32	0.31	0.46	0.36	0.37
Alcohol-Related Driving Injury Crashes*	863	904	854	847	1,175*
Percent Alcohol-Related Driving Injury Crashes	3.5%	3.8%	3.7%	3.7%	4.6%*

*2015 impaired injury crash data includes impairment due to alcohol, medication, or other drug

Figure AL-4 shows Connecticut's alcohol-related driving fatalities per 100 million vehicle miles of travel. If the fatality rate per 100 million vehicle miles of travel were to continue, it would project to 0.38 in 2016, and a stable 0.39 through 2018.

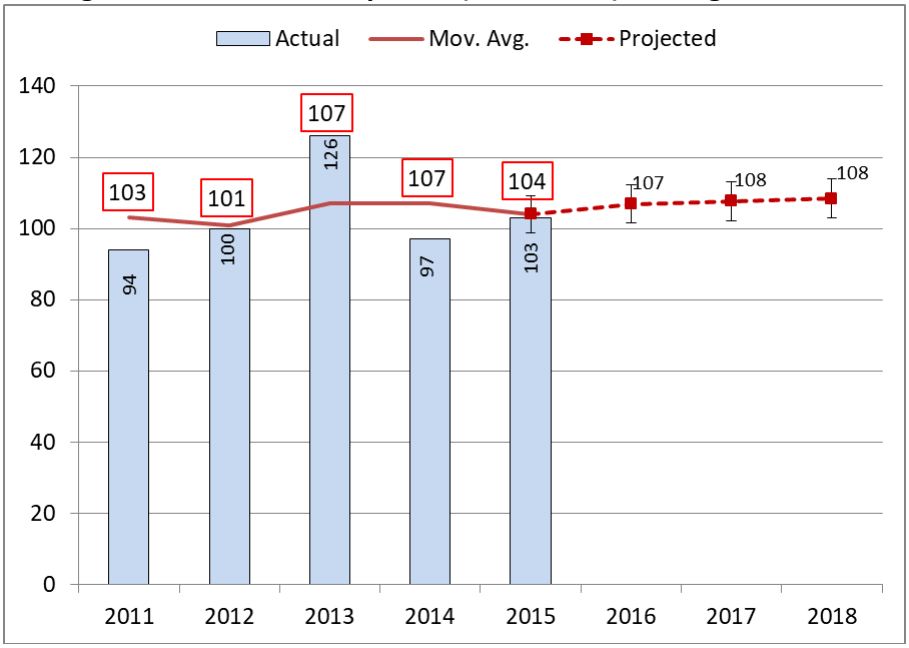
Figure AL-4. Alcohol-Related (BAC ≥0.01) Driving Fatalities per 100M VMT



Source: FARS

Figure AL-5 shows Connecticut's alcohol-impaired driving fatalities and indicates that, if the trend continues, the number of alcohol-impaired driving fatalities would project to 107 in 2016, and 108 in 2017 and 2018.

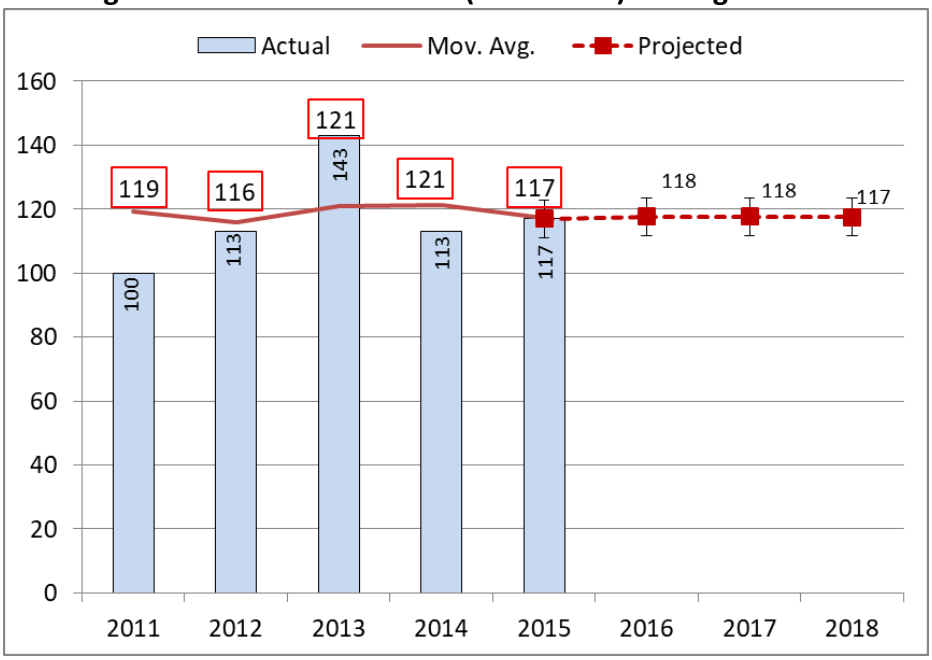
Figure AL-5. Alcohol-Impaired (BAC ≥0.08) Driving Fatalities



Source: FARS

Figure AL-6 shows the number of alcohol related driving fatalities for the 2011 to 2015 period, along with the moving averages, and projected fatalities. If the fatality trend continues (Fig. AL-6), the projection would be 118 alcohol-related fatalities in 2016 and 2017 and 117 in 2018.

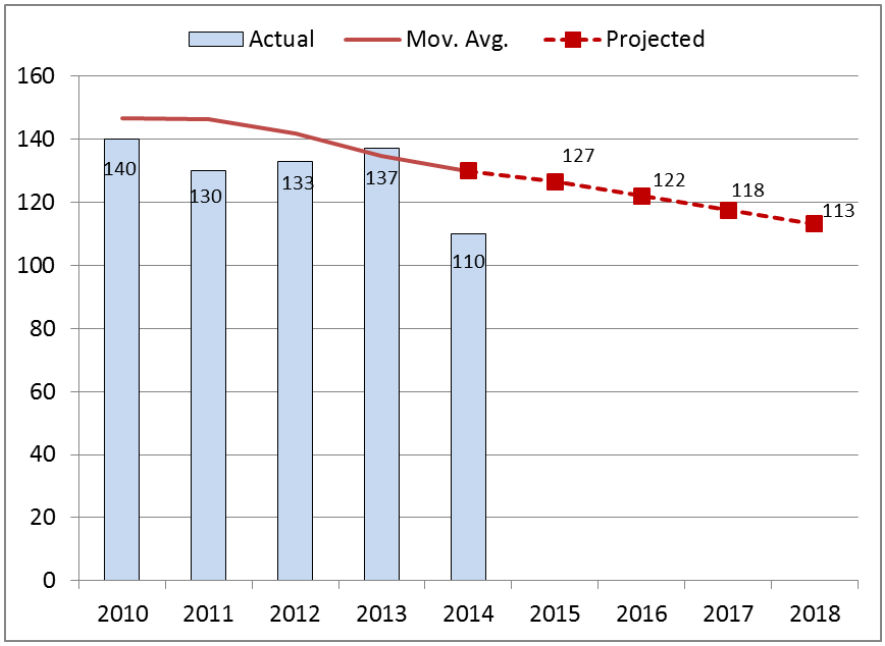
Figure AL-6. Alcohol-Related (BAC ≥ 0.01) Driving Fatalities



Source: FARS

Figure AL-7 shows the number of alcohol-related severe injuries for the years 2011 to 2014.
Due to changes in reporting, 2015 injury data related to alcohol, medication, or other drugs cannot be queried by substance type and thus is not comparable to previous years. For this reason, the same data used in the 2017 HSP for this performance measure is shown and the goal will not change for the 2018 HSP. The HSO will work to rectify this issue during the 2018 HSP period, by looking for other sources of information where alcohol-specific injury data can be obtained.

Figure AL-7. Alcohol-Related (BAC ≥ 0.01) Severe ("A") Injuries*



Source: Connecticut Department of Transportation

Performance Goals

To maintain the five year moving average of 104 (2011-2015) alcohol impaired driving fatalities (BAC =.08+) during 2018.

- While alcohol impaired driving fatality figures have fluctuated during the five year reporting period, the five year moving average trend projects an increase in this measure.
- Finalized 2016 FARS data was not available at the time of goal setting for the 2018 planning period. Preliminary 2016 data show the fatality total of 307 to represent an increase from previous years in the five year moving average period.
- Year to date 2017 data show current fatality totals outpace 2016 data for the same time period.
- Examination of VMT data show continued increase in VMT consistent with rising fatality trends.
- For this reason, the fatality trend, along with alcohol impaired driving fatalities are expected to increase during the planning period.

To decrease alcohol related driving serious injuries ("A") from the five year (2010-2014) moving average of 130 in 2014 by 5% to a five year (2014-2018) moving average of 124 in 2018.

- This goal was selected based upon analysis of single year data and five year moving average projections.
- The 2014 number of 110 was lowest reported during the five year period.
- The projection of a moving average of 113 alcohol related driving serious injuries ("A") in 2018 reflects a 15% decrease. However, the previously lowest reported number of injuries was 130. Therefore, a five percent reduction was selected.
- Please note the alcohol related driving serious injury data, performance measure and goal are based on 2014 data. Changes to Connecticut's crash reporting form in 2015 have made reporting on this measure incomparable to previous year's data at this time. The HSO is working to rectify this issue for the 2019 HSP.

To increase the number of DRE practitioners by region from 40 in 2017 to 55 in 2018

This goal was selected to increase statewide coverage and availability of DRE practitioners.

Performance Objectives

Decrease alcohol related crashes, injuries and fatalities through high visibility enforcement and successful prosecution of DUI offenders by:

Increasing the number of law enforcement agencies receiving impaired driving enforcement grants beyond the 76 that participated in 2016.

Increasing the number of cooperating law enforcement agencies participating in high-visibility regional DUI enforcement.

Increasing the number of certified Standardized Field Sobriety Test (SFST) Practitioners and Instructors by providing ongoing statewide coordination of SFST training to law enforcement. Increasing law enforcement recognition and conviction of various types of impaired driving beyond alcohol impairment by providing Advanced Roadside Impaired Driving Enforcement (ARIDE) Drug Recognition Expert (DRE) training.

Supporting all national high-visibility impaired driving holiday mobilizations by providing funding for overtime enforcement and media buys.

Increase successful prosecution and conviction of DUI offenders which will lower the percent of adjudications other than guilty.

Planned Countermeasures

The countermeasures for this program area directly correlate to the problem ID data listed above. Countermeasures are based on proven programs and NHTSA mobilizations and are often selected from NHTSA's *Countermeasures That Wo*rk and sharing of best practices at national safety conferences such as the Governor's Highway Safety Association and Lifesavers as well as Transportation Safety Institute training courses.

The most significant deterrent to driving under the influence (DUI) of alcohol and/or drugs is the fear of being caught. Enforcement objectives will be accomplished through the Comprehensive DUI Enforcement Program which will include funding sobriety checkpoints and/or roving patrols and associated equipment purchases.

Police departments will be offered DUI overtime enforcement grants. Enforcement will be aimed at high DUI activity periods identified in the problem ID section (i.e. weekend nights between 5p.m. – 4a.m.) through established overtime funding parameters. The enforcement will be comprehensive in nature; will include all NHTSA impaired driving holiday mobilization periods and expanded DUI initiatives to sustain enforcement year round.

The Highway Safety Office (HSO) review of DUI enforcement grants is a comprehensive process which takes into account many different factors relating to a municipality's DUI statistics. The review process begins by documenting the municipality's scheduled participation in the NHTSA National Mobilization Campaigns. This includes determining the number of scheduled DUI checkpoints, if/how many expanded enforcement dates are proposed, and if any 'special event' enforcement will occur.

The second phase of the process is the review of the municipality's crash data, crash rankings, and crash statistics. This is done by using the Preusser Research Group's (PRG) crash ranking sheet which includes all 169 Connecticut municipalities (see Table AL-8a). The municipality's overall crash ranking is extracted from this list and used to determine in which percentile the applying town ranks in Connecticut. The municipality's number of DUI arrests, alcohol related crashes, and alcohol related fatalities over the prior three years are then analyzed to determine if there are any trends or spikes in the data for a variety of possible reasons (i.e. increased enforcement, road work, multiple fatality crashes, etc.). The HSO then refers to the Fatality Analysis Reporting System (FARS) list to determine if the municipality has any outstanding reports that must be concluded prior to the grant process moving forward.

After this thorough review of the application and the related statistics, the HSO then looks to past applications and compares previous funding information with the municipality's DUI figures. It is determined how much of the federal funds previously obligated to the municipality were used, how many DUI arrests occurred in total per hour of enforcement, and the cost of each DUI based on the final billed amount of their funding. These figures are then analyzed and it is concluded which municipalities are following through with scheduled enforcement and using the allotted funding appropriately.

Using all of this information the HSO then makes a formal decision on approving the application as submitted, approving the application at a lesser amount, or recommending that the applying municipality take steps to strengthen their application prior to resubmitting.

Paid advertising and earned media will be part of a comprehensive program designed to address specific highway safety goals identified in this section. Public education will be aimed at specific target groups: 21 to 34 year old males and drivers under 21 who are most over-represented in alcohol-related crashes in relation to the number of licensed drivers in those age groups. Measures used to assess message recognition include Gross Rating Points, total Reach and total Frequency for both the entire campaign as well as the target audience.

Education efforts will be undertaken through a variety of venues. Paid advertising in the form of television, radio, internet, billboards and bus panels in support of national holiday mobilizations (i.e. Drive Sober or Get Pulled Over, Buzzed Driving is Drunk Driving and specific holiday messaging) will be utilized to compliment associated enforcement and is the major component of this activity.

Additional advertising campaigns at local sport and concert venues will be funded to support sustained year round impaired driving enforcement.

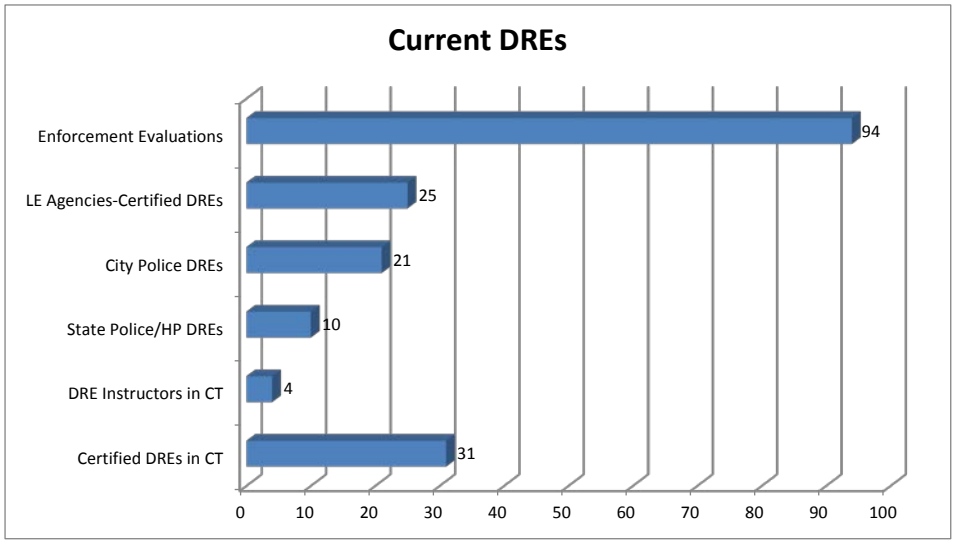
The Drink-Drive-Lose.com interactive web site, which utilizes a variety of tools to educate visitors on the risks and consequences of impaired driving, will reach target audience groups. The site will undergo enhancements to make it more informative and current to deliver improved messaging to the target audience. The site will further enhance enforcement messaging by using content from the national campaigns listed above via www.trafficsafetymarketing.gov

Paid media efforts will be enhanced through public outreach and education campaigns. Public outreach will take place at sporting and concert venues, MADD sponsored events, health fairs and school safety days and other civic sponsored opportunities where the HSO is invited to attend. Public information and educational brochures will be distributed in support of these efforts.

SFST training for police officers will be offered for the purpose of increasing the pool of SFST trainers and to ensure that field officer practitioners making DUI arrests are properly trained in the detection and apprehension of drunk drivers, and follow standardized arrest procedures that will hold up in court. Officers working under DUI Enforcement Grants will be strongly encouraged to attend and complete an update of the most current SFST curriculum.

A priority for the 2018 Fiscal year is to provide training High Visibility Enforcement (HVE) and Advance Roadside Impaired Driving Enforcement (ARIDE) and continue training for the State of Connecticut's ongoing Drug Evaluation and Classification (DEC) Program. The goal of the DEC program is to train and certify law enforcement officers in drug recognition and provide the training opportunity to become a Drug Recognition Expert (DRE). This certification will allow the qualified officer to effectively evaluate someone suspected of operating a motor vehicle under the influence of alcohol and/or drugs.

The latest version of NHTSA's Traffic safety Facts, February 2015 Roadside Survey of Alcohol and Drug Use by Drivers, found that the number of drivers with alcohol in their system has declined by nearly one-third since 2007, and by more than three-quarters since the first Roadside Survey in 1973. But that same survey found a large increase in the number of drivers using marijuana or other illegal drugs. In the 2014 survey, nearly one in four drivers tested positive for at least one drug that could affect safety.



Efforts will continue to increase successful prosecution of DUI offenders and decrease recidivism rates by providing funding for two administrative per se hearing attorneys

The Highway Safety Office will continue to support the passage of legislation that discourages impaired driving through enforcement, sanctions aimed at reduction of recidivism, passage of an open container statute, and work with other State agencies to increase current Interlock Ignition Device (IID) installation rates and increased penalties for first time and repeat DUI offenders.

Projected traffic safety impact as a result of countermeasures selected in this area:

- Slowing the increasing number of alcohol and drug impaired driving crashes
- Greater awareness among motorists of law enforcement's efforts to identify and arrest impaired drivers

Task 1

Project Title: Impaired Driving Administration

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Eugene Interlandi

The task will include coordination of activities and projects outlined in the impaired driving program area, statewide coordination of program activities, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2 Office. Funding will be provided for personnel, employee-related expenses and overtime, professional contracted data consultant services and additional outside professional services if the need arises, staff members travel; classroom and teaching materials, supplies and other related operating expenses. The majority of these projects will be used to fund salary while a small portion is used for staff travel along with travel for traffic safety professionals outside of the program staff members for and program operating expenses.

Funding Source	Project Number	Agency	Title	$ Amount
402-AL	**0198-0704-AA**	**CT-DOT/HSO**	**Alcohol Program Management**	**$90,000**
154-AL	**0198-0722-AA**	**CT-DOT/HSO**	**Alcohol Program Management (154)**	**$300,000**

Task 2

Project Title: DUI Overtime Enforcement

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Eugene Interlandi

Countermeasure: 2.1 Publicized Sobriety Checkpoints, 2.2 High Visibility Saturation Patrols *Countermeasures That Work*

Indirect Rate: The DESPP sub agreement will include indirect costs per federally approved negotiated rate. This amount will be determined upon grant submission

High-visibility enforcement objectives will be accomplished through coordinated sobriety checkpoint activity and roving/saturation patrols. Law Enforcement agencies will be offered DUI overtime enforcement grants. In order to fulfill the Impaired Driving Program countermeasures, the HSO will make an extra effort to add additional saturation patrols and checkpoints during the National Crackdown, Christmas and New Year holidays as well as summer holiday weekends. These grants will be available to police departments for the holiday/high travel periods and for non-holiday travel periods creating year-round sustained enforcement. Enforcement will be targeted at high DUI activity periods identified in the statewide problem identification and by local police departments based on specific

community core hours of related alcohol activity through this task; the Highway Safety Office will make every effort to encourage DUI checkpoint activity every weekend throughout the year. It is anticipated that approximately 80-100 agencies will participate as sub-grantees and an estimated 200 DUI checkpoints and approximately 5,000 roving/saturation patrols will be conducted statewide throughout 2017-2018. Enforcement will target high risk regions and communities where DUI activity is known to be significant, based on a multi-year data analysis of passenger vehicle injury crashes.

Funding Source	Project Number	Agency	Title	$ Amount
154-AL	**0198-0722-ZZ**	**Municipal Police Agencies**	**Comprehensive DUI Enforcement**	**$4,845,000**
405d-1 (M5HVE)	**0198-0743-1-DM**	**DESPP**	**Comprehensive DUI Enforcement**	**$1,000,000**

Task 3

Project Title: Data Analysis and Surveys

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Aaron

Countermeasure: 2.1 Publicized Sobriety Checkpoints, 2.2 High Visibility Saturation Patrols *Countermeasures that Work*

The goal of this project is to provide data to the Highway Safety Office which is in problem identification and the creation of countermeasures to decrease fatalities and injuries related to impaired driving. This project will provide funding for annual evaluation and support for the Impaired Driving Program. The project will include data evaluation and support for annual planning documents. This project will also include NHTSA core performance measure mandated attitude and awareness surveys and analysis as well as knowledge and awareness surveys at DMV offices to track the impact of enforcement activities.

Funding Source	Project Number	Agency	Title	$ Amount
154-AL	**0198-0722-AD**	**CT-DOT/ HSO**	**Data Analysis & Surveys**	**$150,000**

Task 4

Project Title: SFST Training

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Eugene Interlandi/Edmund Hedge

Countermeasure: 2.1 Publicized Sobriety Checkpoints, 2.2 High Visibility Saturation Patrols *Countermeasures that Work*

Funding will be provided for judicial and law enforcement agencies to train personnel in the latest methods of DUI enforcement. It is anticipated that approximately nine training sessions (six will be held at Police Officer Standards and Training Council (POSTC) and three regional) will be conducted and 300 officers will be trained through this program. This task will ensure that NHTSA approved SFST procedures are implemented uniformly by practitioners throughout the State. The expansion of the SFST curriculum by the HSO sponsored trainings will provide law enforcement partners ample opportunity

to become proficient in detecting operators who are under the influence of alcohol. Funding can include overtime, travel and lodging. Funding will also be provided for SFST curriculum manuals, SFST stimulus, a DAX Evidence recorder which is an excellent training tool for young in-experienced law enforcement officers and printed drug reference guide clipboard. pens and SFST reference notebooks and reimbursement for specified working lunches during portions of training. Laptop, projector (LCD) and wireless scanner/printer will be utilized by the Law Enforcement Liaison and POSTC Certified Instructors for classroom training at POSTC and regional law enforcement training. Funding can include overtime expenses, travel and lodging for instructors as well as materials to support this task, including SFST stimulus pens and SFST reference notebooks. As noted below, the number of trained officers has increased by 27% from 2015 to 2016.

TRAINING CLASS	2014	2015	2016
SFST - High Visibility Enforcement Trained Officers	68	106	61
ARIDE - Advanced Roadside Impaired Driving Enforcement	57	68	62
TOTAL Law Enforcement Trained	125	174	123

Funding Source	Project Number	Agency	Title	$ Amount
154-AL	**0198-0722-AB**	**CT-DOT/ HSO**	**Alcohol Related Program Training**	**$100,000**
154-AL	**0198-0722-DA**	**CT-DOT/ HSO**	**DAX HGN Recorder**	**$ 6,000**

Task 5

Project Title: Traffic Safety Resource Prosecutor (TSRP)

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Eugene Interlandi/Edmund Hedge

Countermeasure: 3.1 DWI Courts – Other Issues *Countermeasures That Work*

A Statewide Traffic Safety Resource Prosecutor (TSRP) position will be funded within the Office of the Chief State's Attorney. The TSRP will assist in successfully prosecuting DUI and other drug/impaired related cases through training/education programs for professionals from all related fields and provide monthly activity reports. This training will include up to two Statewide Prosecutor's meeting (s) and up to 15 local geographical area trainings. The groups include but are not limited to, prosecutors, law enforcement personnel, judges and hearing officers. The TSRP will also act in an advisory capacity to State and local law enforcement agencies and the Highway Safety Office on all DUI and/or impaired driving legislation. The TSRP will also develop and update training manuals aiding successful identification and prosecution of DUI offenders for both law enforcement and judicial officials. The TSRP will coordinate and conduct two DUI Investigation and Trial Advocacy Trainings for non-specialized DUI State prosecutors and judges to educate them in reconstruction methodologies; operator ID issues, direct cross examination, evaluation of defense expert reports, toxicology and DUI specific trial skills. The 402-PT funding will cover the TSRP during drug-impaired driving related activities.

Funding Source	Project Number	Agency	Title	$ Amount
154-AL	**0198-0722-AC**	**CT-DOT/HSO**	**Criminal Justice**	**$250,000**
402-PT	**0198-0707-AF**	**CT-DOT/HSO**	**Criminal Justice**	**$50,000**

Task 6

Project Title: Impaired Driving Public Information and Education

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Michael Whaley

Countermeasure: 5. Prevention Intervention Communications and Outreach *Countermeasures that Work*

This task will fund the purchase and distribution of public outreach and education materials. This comprehensive campaign will include the development and purchase of public information and education materials in the form of brochures and posters carrying messaging to discourage impaired driving and provide information about related laws and associated risks. Delivery of public information and education materials will be accomplished through outreach at sporting and concert venues, public safety fairs, school safety days, corporate safety days and other community events. These venues will provide the opportunity to directly communicate with the driving public about the importance of safe driving practices. Underage drinking prevention has two goals: prevent harm to the individual drinker and prevent young operators from injuring or killing innocent victims.

Information and education for the general public is provided by a number of sources, including governments, health agencies nongovernmental organizations and law enforcement agencies. Responsibility messages are also part of the overall effort to educate the general public and are found on literature, billboards and other advertising avenues. While these approaches may not always result in the desired level of behavior change, they are considered necessary in informing individuals and equipping them to make decisions about their own drinking and choosing to drive. Alcohol education efforts are a necessary and integral part of any balanced and comprehensive approach to policy. When public information and education items are used as part of a multi-pronged approach to changing behavior, there is evidence that, as part of a combined and multi-pronged strategy, it is a useful and important tool.

Reaching our young adults before they make the decision to drink and drive is imperative to keeping them alive behind the wheel. These informational/educational materials provide the mechanism to break the ice and begin the conversation with younger less experienced drivers on the dangers, risks and consequences for driving while impaired.

Public information and education efforts will be conducted through a variety of public outreach venues. Impaired Driving messages and images including “Drive Sober or Get Pulled Over”, “Buzzed Driving is Drunk Driving” and “Fans Don’t Let Fans Drive Drunk” that are prominently placed at several of the States entertainment venues (including but not limited to: Dunkin Donuts Park, Hartford XL Center, Bridgeport’s Harbor Yard, Ives Center, Rentschler Field, Dodd Stadium, Live Nation Theatres, Gas Station Television, Lime Rock Park, Stafford Motor Speedway and Thompson International Speedway through the paid media project. In support of the visual messages (see task 9), public outreach will be conducted at these venues through tabling which will provide the opportunity to educate motorists about the importance of not driving impaired.

Please note this task does not include the purchase of ANY promotional items.

Funding Source	Project Number	Agency	Title	$ Amount
154-AL	**0198-0722-BG**	**CT-DOT/HSO**	**Impaired Driving Public Information and Education**	**$50,000**

Task 7
Project Title: Mothers Against Drunk Driving (MADD) Initiatives
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Eugene Interlandi
Countermeasure: 5. Prevention Intervention Communications and Outreach, *Countermeasures That Work*

Power of Parent's It's Your Influence
The Mothers Against Drunk Driving (MADD) educational outreach program "Power of Parents", would receive funding consideration under this task. "Power of Parents" is a 30-minute workshop given to parents. The program is based on the parent handbook, which motivates parents to talk with their teens about alcohol. Handbooks are presented to every parent in attendance at each workshop. The workshops are presented by trained facilitators who have each attended a facilitator training led by the MADD Connecticut Youth Department. A Program Specialist will oversee the implementation of this program. Approximately 50 presentations will be conducted over the course of the grant. This project supports salary of the program coordinator, travel expenses and educational material including brochures handbooks and calendars.

Funding Source	Project number	Agency	Title	$ Amount
154-AL	**0198-0722-EE**	**MADD**	**Power of Parents**	**$65,000**

Task 8
Project Title: DUI Enforcement Equipment/Testing Equipment
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Eugene Interlandi/Edmund Hedge
Countermeasure: 2.1 Publicized Sobriety Checkpoints *Countermeasures That Work*

The HSO will continue to encourage regional cooperation and coordination of checkpoints by awarding funds for the purchase of DUI related equipment that will be jointly utilized by regional traffic units (RTUs) (i.e.: DUI mobile command vehicles for RTUs, breath-testing equipment, passive alcohol sensing flashlights, stimulus pens for horizontal gaze nystagmus (HGN) tests, checkpoint signage/portable lighting equipment and other eligible DUI-related enforcement equipment).

There is also a need to acquire state of the art equipment used for case work analysis in the determination of alcohol concentration in blood and urine and screening for drugs of abuse and pharmaceuticals that may impair driving. The following equipment purchase will assist in the identification of impairment through forensic science activity:

These instruments are used for the analysis of DUI evidence for the detection and quantitation of ethanol and other volatile compounds. The data generated by these instruments is critical to the determination of ethanol quantity within blood and/or urine evidence. Additionally, this task will provide support for the upgrade of storage space for toxicological specimens
The Toxicology Unit does not send back biological specimens from DUI cases to the submitting agencies. They have historically discarded of specimens after a brief time period, but, at the request of the Office of the Chief State's Attorney, that practice has been stopped and storage of biological DUI evidence remains indefinite until notified by the judicial system. These storage devices will allow for uninterrupted storage of

DUI evidence so that cases do not get negatively impacted if re-testing is necessary.
This task will also provide funding for required extended service contracts/warranties.

Funding Source	Project Number	Agency	Item (#'s)	$ Amount
405d-5 (M5BAC)	0198-0743-5-BJ	DESPP	Headspace-GC/MS UPS for LCMSMS instrument	$650,000
405d-5 (M5BAC)	0198-0743-5-DN	DESPP	Extended Warranty-Equipment	$120,000
405d-5 (M5BAC)	0198-0743-5-BD	DESPP	Refrigerator and Freezer Upgrade	$25,000
154-AL	0198-0722-DT	Madison	Mobile Command Center (1)	$300,000

Task 9

Project Title: DUI Media Campaign

Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Eugene Interlandi/Phyllis DiFiore
Countermeasure: 5.2 Mass Media Campaigns *Countermeasures That Work*

Funding will be used for paid advertising in support of NHTSA scheduled crackdown periods (i.e. Labor Day, Memorial Day and Thanksgiving/Christmas/New Year holiday crackdown periods). Paid advertising in the form of television, radio, internet, billboards and bus panels in support of national holiday mobilizations (i.e. Drive Sober or Get Pulled Over and specific holiday messaging) will be utilized to compliment associated enforcement and is the major component of this activity. Also included are special holiday periods which NHTSA has identified as high-risk periods for increased impaired driving including Super Bowl Sunday, Saint Patrick's Day and Cinco de Mayo. (Super bowl, St. Patrick's Day etc.). Paid media buys will include the development of a creative concept and images; targeting the over- represented alcohol-related crash demographic of 21 to 34 year old males and will include a bi-lingual component for Spanish speaking audiences. Paid media buys will also promote awareness of issues such as daytime DUI and increased criminal penalties for DUI with a child in the vehicle. In accordance with NHTSA messaging, the focus will be placed on the fear of being caught and receiving substantial penalties. Earned media, supplementing paid buys, will be sought by inviting television reporters to live checkpoints and ride-alongs on DUI patrols for broadcast. Media will be tracked and measured through required reports from media agencies and attitude and awareness surveys conducted.

Advertising impaired driving messages (including "Drive Sober or Get Pulled Over", "Buzzed Driving is Drunk Driving" and "Fans Don't Let Fans Drive Drunk") in the form of signage, in-event promotions and message specific promotions related to the respective partners will also be purchased at the following venues: Dunkin' Donuts Park, Hartford XL Center, Bridgeport's Harbor Yard, Rentschler Field, Dodd Stadium, Live Nation theatres, Lime Rock Park, Stafford Motor Speedway and Thompson International Speedway. Media promotion through the enhancement and improvement of the drink-drive-lose.com website will reach and educate younger drivers who are overrepresented in alcohol crashes will broaden the reach of these educational efforts.

Anticipated Media Campaign Costs:

- Thanksgiving, Christmas, New Year crackdown (November 16, 2017 - January 1, 2018) - $900,000

- Memorial Day/July 4th/Labor Day crackdown (May 24, 2018 to September 3, 2018) – $200,000
- Super bowl, St. Patrick's Day, Cinco De Mayo etc. (Various Dates around holidays) - $200,000
- Venue Advertising (October 1, 2017 – September 30, 2018) - $500,000
- Spanish Language Media Campaign – Comprehensive Media campaigns to be used in conjunction with crackdown and mobilization advertising buys – $200,000

Funding Source	Project Number	Agency	Title	$ Amount
154-PM	**0198-0720-AA**	**CT-DOT/HSO**	**DUI Media Campaign**	**$2,000,000**

Task 10
Project Title: Administrative Per Se Hearing Attorney(s)
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Eugene Interlandi
Countermeasure: 1.1 Administrative License Revocation or Suspension *Countermeasures that Work*
Indirect Rate: This project will include indirect costs per federally approved negotiated rate. This amount will be determined upon grant submission

Funding will be provided to the Department of Motor Vehicle (DMV) for two (2) Per Se Administrative Hearing Attorneys. Funding these positions provides legal counsel and representation for the DMV, thereby supporting the arresting officer during DMV administrative per se hearings. By having counsel advocate on behalf of the DMV and the officer, fewer DUI-related license suspensions will be overturned during the Per Se Hearing process and this in turn will result in more administrative license suspensions and increased use of ignition interlock devices (IIDs) aimed at changing the behavior of offenders and reducing recidivism. In addition, these attorneys are utilized to conduct targeted formal training for law enforcement officers to increase the probability that a DUI arrest will result in a license suspension.

DMV conducts approximately 18 dockets of hearings each week. This is necessary due to the statutory window for hearing eligibility. The schedule is as follows:

Connecticut has greatly expanded its Ignition Interlock Device (IID) program. Legislation which went into effect in July 2015 ties the IID program to the administrative suspension of a license. Specifically, it expands IID usage to persons who receive a first DUI administrative suspension, even if those persons are eligible for a diversion program and will not ultimately face a DUI conviction. There is potential for an additional 6500 IIDs to be used in the state under this legislation. The DMV is responsible for monitoring violations of the IID program, and must offer a hearing to anyone who contests a violation. Activities under this task will also include DMV representation at IID violation hearings, IID vendor oversight and administrative oversight of components of the IID program, such as gathering data and developing tracking reports. It will also include law enforcement training about the devices and how to detect circumvention and other noncompliance. Monthly case reporting to the HSO will be required for project monitoring and reimbursement.

Funding Source	Project Number	Agency	Title	$ Amount
405d-4 (M5CS)	0198-0743-4-BF	DMV	(2) DMV Admin. Per Se Hearing Attorney(s)	$500,000

Task 11

Project Title: Ignition Interlock Program Analysts

Oversight: Department of Transportation, Highway Safety Office

Staff Person: Eugene Interlandi

Countermeasure: 1.1 Administrative License Revocation or Suspension *Countermeasures that Work*

Indirect Rate: This project will include indirect costs per federally approved negotiated rate. This amount will be determined upon grant submission

Funding will be provided for two positions at the Connecticut Department of Motor Vehicles. They will be trained to understand sanctioning process, Connecticut ignition interlock law and procedure. Once proficient, they will answer Driver Services customer e-mails and phone calls; review documents, including the driving history, prepare correspondence and process changes to driver history including restorations. These positions will analyze requests for reconsideration prior to hearing to determine if violations should be removed or referred for administrative review, and will prepare documentation and appear to represent CT DMV at any administrative hearing. To continue to effectively administer the expansion of the IID Program, DMV is seeking to continue funding for these two full time positions.

Funding Source	Project Number	Agency	Title	$ Amount
405d-6 (M5II)	0198-0743-6-DI	DMV	(2) DMV Admin. IID Ignition Interlock Positions	$200,000

Task 12

Project Title: Drug Evaluation and Classification Program (DECP) *Administrative*

Oversight: Department of Transportation, Highway Safety Office

Staff Person: Eugene Interlandi/Edmund Hedge

Countermeasure: 7.1 Enforcement of Drug-Impaired Driving Countermeasures *That Work*

Funding will be provided to train personnel in the latest methods of drug evaluation and classification and certify law enforcement officials as Drug Recognition Experts (DRE). The HSO will be working with NHTSA and the Highway Safety Advisory Committee of the International Association of Chiefs of Police (IACP) to participate in the development and national expansion of this DRE program. Once the request for training dates have been approved by the IACP, Connecticut will be able to host approximately two training sessions during the fiscal year and in turn, 16 additional (for a total of 56) officers will then become certified DREs. Also included in this task is recertification and instructor training for approximately 5 instructor candidates. The DECP State coordinator will coordinate two two-day recertification courses taught by a qualified DRE trainer. This task will ensure that IACP approved DRE's evaluations are implemented uniformly by practitioners throughout the State. Site monitoring

visit to DRE course and field certification locations will be conducted. Funding can include overtime expenses, travel and lodging for instructors as well as DRE Course and Field certification materials to support this task, including special testing (Drug Check) kits with working lunch.

Funding Source	Project Number	Agency	Title	$ Amount
405d-2 (M5TR)	**0198-0743-2-BH**	**CT-DOT/HSO**	**DRE Training**	**$150,000**

Task 13
Project Title: Drug Recognition Expert Field Materials
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Eugene Interlandi/Edmund Hedge
Countermeasure: 7.1 Enforcement of Drug-Impaired Driving Countermeasures *That Work*

The purchase of DRE kits will be used by the certified Drug Recognition Experts. This task directly supports the DRE training program and provides expert field material for newly trained DRE's. The kit contains eight separate items and must be assembled and contained within a carrying case. These DRE kits will only be distributed to law enforcement officers who have completed the DRE Field certifications. One durable nylon bag containing one each of the following items: Portable Breath Testing (PBT)* , UV light, Sphygmomanometer, Stethoscope, Penlight, (Duracell/Rayovac, Not Streamlight), Pupilometer, Digital Thermometer including 50 sleeves, magnified light, AA and AAA batteries, 51 6GB flash drives for student manuals and study papers, Drug Identification Bible, drug matrix form, and a printed drug reference guide clipboard. All of these items will be used as tools to gather Probable Cause, in addition to the Standardized Field Sobriety Test, when they are used properly in the hands of a trained and certified DRE officer. Purchase of tablets will be provided to new DRE's to expedite the reporting the reporting to the national tracking system. Tablets will remain state property and will be subject to monitoring evaluation activity. Tablet purchases will be in compliance with the Buy America Act.

Funding Source	Project Number	Agency	Title	$ Amount
405d-1 (M5HVE)	**0198-0743-1-BM**	**CT-DOT/HSO**	**Drug Recognition Expert Field Kits**	**$30,000**
405d-1 (M5HVE)	**0198-0743-1-DK**	**CTSRC**	**Tablets for evaluation and reporting to national data base (includes software) for new DRE's**	**$70,000**

Task 14

Project Title: Underage Alcohol Enforcement Grant Program

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Eugene Interlandi

Countermeasure: 6.3 Alcohol Vendor Compliance Checks 6.4 Other Legal Minimum Drinking Age 21 Law Enfrocement *Countermeasures that Work.*

Funding will be provided for up to 20 municipal, college, and university law enforcement agencies for underage drinking enforcement in partnership with MADD, community organizations, and youth groups. Consideration will be given to communities with higher underage drinking violation rates weighted by population and injury and fatal crash data. Eligible activities will include: compliance checks, party patrols, surveillance patrols, Cops in Shops, and shoulder taps. Grant award will range from $25,000 to $40,000 per department for overtime enforcement.

Funding Source	Project Number	Agency	Title	$ Amount
405d-1 (M5HVE)	0198-0743-1-YY	Connecticut State Colleges and Universities	Underage Alcohol Enforcement Grant	$130,000
154-AL	0198-0722-YY	Municipal Police Agencies	Underage Alcohol Enforcement Grant	$400,000

Task 15

Project Title: Toxicology Laboratory Personnel

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Eugene Interlandi

Countermeasure: 2.1 Publicized Sobriety Checkpoints, 2.2 High Visibility Saturation Patrols *Countermeasures That Work*

Indirect Rate: This project will include indirect costs per federally approved negotiated rate. This amount will be determined upon grant submission

This task will provide for a full-time position at the State Toxicology Laboratory and would be divided equally between support of the Breath Alcohol Testing (BAT) program, and analysis of toxicology samples in DUI cases. Activities in BAT will include instrument evaluation and certification, training of instructors, coordinating statistical data, presenting expert testimony regarding alcohol testing in general and breath alcohol testing in specific.

This task will also provide funding for a full-time Office Assistant to provide administrative duties including, but not limited to, administrative reviews of forensic toxicology reports, case management of DUI and OCME cases (e.g., correspondence, evaluation of case statistics, prioritization of casework), management of quality documents, management of case paperwork related to sample retention and disposition, JusticeTrax/LIMS data entry, Quality Assurance document coordination, and other duties as needed.

This task will also provide funding for toxicology lab equipment and supplies to be used in toxicology testing of blood and urine samples of fatally injured motorists.

Funding Source	Project Number	Agency	Title	$ Amount
405d-5 (M5BAC)	0198-0743-5-BQ	DESPP	Toxicology Lab Personnel	$355,000
405d-5 (M5BAC)	0198-0743-5-DO	DESPP	Toxicology Supplies	$60,000

Task 16
Project Title: Fatal Vision Kits – School Resource Office (SRO) Program
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Eugene Interlandi/Michael Whaley
Countermeasure: 6.5 Youth Program – Other Issues *Countermeasures That Work*

The drinking age in Connecticut is 21 and consumption of alcohol by anyone under 21 is illegal (there are a few exceptions). Because underage drinkers cause a disproportionate number of alcohol-related auto fatalities, the efforts to educate the under 21 population on the risks, dangers and consequences must be visible, aggressive and ongoing. Under the continuation of this project, law enforcement agencies that have a dedicated School Resource Officer (SRO) will be able to apply for a Fatal Vision starter kit for each school that has an SRO to be used as a training tool while they are working in the schools. It is anticipated up to 45 agencies can apply for funding under this project. Students will be able to experience a simulation of being under the influence in a safe and controlled environment. This project will provide up to 100 Fatal Vision Starter Kits to School Resource Officers. As this is an ongoing project it will be closely monitored and evaluated midpoint in the fiscal year for use and effectiveness. Public outreach will be conducted through tabling events that provide the opportunity to directly communicate with the younger driving public about the importance of safe driving practices.

Funding Source	Project Number	Agency	Item/Quantity	$ Amount
154-AL	0198-0722-EG	Municipal Police Agencies	Fatal Vision Kits	$100,000

Task 17
Project Title: The Governor's Prevention Partnership – Youth Led Underage Drinking Prevention
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Michael Whaley
Countermeasure: 6.5 Youth Program – Other Issues *Countermeasures That Work*
Indirect Rate: This project will include indirect costs per federally approved negotiated rate. This amount will be determined upon grant submission

Based on information gathered by the Governor's Prevention Partnership from their pilot sites around Connecticut, youths have stated that they participate in risky behavior because they do not know how to make healthy decisions while still maintaining a positive reputation among their peers. The majority of the students interviewed stated that they feel high pressure from their families, school-based professionals and their environment. This has led them to participate in risky behaviors. The students interviewed also noted that they have many friends that participate in extreme behavior such as driving while under the influence but they do not know how to effectively speak to them about this behavior. Most of these students

reported to not having a place to turn when these situations arise. Teens also continue to report they are not aware of and do not have access to tools and resources for identifying high-risk situations and making appropriate decisions while they are in a potential high-risk position. Some of the high-risk situations that teens report are driving impaired, binge drinking, and other impaired and distracted driving practices which are on the rise among the teen population.

The continued objective of the 3E program (Encourage, Empower, Engage, the name for The Partnership's youth led, peer-to-peer prevention approach) is to continue to increase the connections with youth groups across the state of Connecticut to promote positive decision making, education on alcohol and other substances and education on impaired driving. This group will continue to develop the youth web portal, create more collaboration among youth groups and empower teens from across the state with different backgrounds to motivate peers to become leaders and encourage others to make healthy decisions. Peer leaders will be selected and trained on best practices to further their abilities to impact their peers. This approach will continue to include engaging SADD chapters as well as a large variety of youth groups to gain further exposure throughout the state. The reach of this program will be expanded and monitored through the 2017-2018 academic year in the various areas of Connecticut through the addition of a new staff member working specifically on this project.

Funding Source	Project Number	Agency	Title	$ Amount
154-AL	**0198-0722-EM**	**Governor's Prevention Partnership**	**Youth Led Underage Drinking Prevention**	**$100,000**

Task 18

Project Title: Toxicology Expert Witness Program

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Eugene Interlandi/Edmund Hedge

Countermeasure: 3.1 DWI Courts Other Issues *Countermeasures That Work*

The State of Connecticut prosecutes approximately fifteen impaired driving cases each year. Prosecuting such cases often requires the assistance of testimonial evidence from a forensic or medical toxicologist to explain to the judge or jury how alcohol and/or drugs affect and impair the body. This testimony is particularly critical in drug impaired driving cases. Currently, the Division of Criminal Justice must hire private experts to testify about human behavior toxicology. Unfortunately, hiring experts to testify in every qualifying impaired driving case is not feasible. The goal of this project is to enhance the State's ability to successfully prosecute drivers who are impaired by alcohol and/or drugs with a Toxicology Expert Witness Program. This program will assist the Division of Criminal Justice in the hiring of expert toxicologists to testify in approximately 10-15 impaired driving trials annually. Under this project, the Office of the Chief State's Attorney will hire forensic and/or medical toxicologists to testify during drug and/or alcohol impaired driving trials about the effects of drugs and/or alcohol.

Funding Source	Project Number	Agency	Title	$ Amount
405d-4 (M5CS)	**0198-0743-4-AC**	**Judicial Branch**	**Toxicology Expert Witness Program**	**$50,000**

Task 19

Project Title: 'Choices Matter' Impaired Driving Program Featuring Chris Sandy

Oversight: Department of Transportation, Highway Safety Office

Staff Person: Michael Whaley

Countermeasure: 6.5 Youth Program – Other Issues *Countermeasures That Work*

The 'Choices Matter' program was extremely successful during the 2016-2017 school year, building on the original pilot program and visiting 46 Connecticut high schools. The program plans to again return to Connecticut to provide educational programming for younger drivers related to drinking and driving. This project could fund up to 60 schools during the 2018 fiscal year. When Chris was 22 years old he was charged and convicted on two counts of vehicular homicide by DUI and spent eight and a half years in prison for his crime. In prison he committed himself to preventing anyone else from repeating his mistakes, and his story has since been the inspiration for a book and documentary. Chris Sandy is now serving the remainder of his sentence on Parole/Probation until 2031. This former inmate continues sharing his dynamic live presentation at schools, colleges, conferences, military bases and business organizations nationwide. He is considered one of the most talented speakers in the youth industry. Chris has spoken to over one million students in 35 in states. Chris partnered with Eric Krug, a victim of a deadly alcohol related crash, creating an incredible presentation featuring an offender and victim. Due to Eric's injuries he is unable to attend all of the shows but does attend for a portion in Connecticut during the year. An impaired driving simulator will be included for students as a hands-on portion of this program to allow them the experience to see the potentially devastating consequences of driving impaired in a safe setting. This presentation is emotional and inspirational to people of all ages, but especially teens, and will be expanded for the 2017-2018 school year due to the overwhelming requests to bring it back to Connecticut. Chris included a presentation to all of the high school athletic directors in Connecticut free of charge last year which generated additional great interest in the program.

Funding Source	Project Number	Agency	Title	$ Amount
154-AL	**0198-0722-AY**	**CT DOT/HSO**	**Choices Matter**	**$250,000**

The dollar amounts for each task are included for the purpose of planning only. They do not represent an approval of any specific activities and/or funding levels. Before any project is approved for funding, an evaluation of each activity is required. This evaluation will include a review of problem identification, performance goals, availability of funding and overall priority level.

Occupant Protection (OP) And Child Passenger Safety (CPS)

Occupant Protection (OP) and Child Passenger Safety (CPS)

Problem Identification

The primary goals of the occupant protection programs are to increase the observed statewide seat belt use rate and to decrease unrestrained occupant injuries and fatalities. The strategies identified for accomplishing these goals include strengthening existing legislation, high visibility enforcement and public information and education.

Problem Identification: Child Restraints

Table OP-1 shows observed restraint use for children ages 0 to 3 years from the State's Bellwether observations. The table indicates that in 2015, 93.9 percent of children under age 4 were being restrained and 98.8 percent were in the rear seat of their vehicles. Young children are slightly less likely to be restrained when their driver is not belted (93.3% versus 94.0% when the driver is belted). Comparing 2015 results with those from the first year of these observations (1997) shows the progress that has been made. Child restraint use has increased by 24 percentage points over the period and more than 95% of young children are now riding in the rear seat of their vehicles.

Table OP-1. Child Restraint Use (Age 0 to 3 Years) 1997 and 2009-2015

	1997 (N=247)	2009 (N=259)	2010 (N=332)	2011 (N=342)	2012 (N=338)	2013 (N=358)	2014 (N=362)	2015 (N=165)
Child Restraint Use	70.4%	84.9%	85.2%	85.6%	87.4%	89.5%	91.1%	93.9%
Driver Belt Use	63.6%	89.1%	91.6%	89.5%	89.3%	94.4%	91.7%	90.3%
When Driver Belted	80.3%	88.8%	88.6%	88.9%	89.6%	90.1%	92.0%	94.0%
When Driver Not Belted	56.3%	38.5%	62.5%	61.8%	67.9%	83.3%	82.1%	93.3%
Children in: Front Seat	23.9%	9.9%	14.5%	16.4%	14.2%	13.7%	17.4%	1.2%
Children in: Rear Seat	76.1%	90.1%	85.5%	83.6%	85.8%	86.3%	82.6%	98.8%

Source: Connecticut Bellwether Seat Belt and Child Restraint Observations. Observations were first conducted in 1997 and as such 1997 is considered the baseline year for these data.

A key challenge in problem identification in child passenger safety is the availability of research and analysis of data to identify specific groups of motorists who do not comply with the law. Currently, there are deficiencies in obtaining the necessary information to identify children that are not properly restrained.

Problem Identification: Occupant Protection

The latest scientific survey of belt observations was conducted in June 2016. It provides the most accurate and reliable statewide estimate of seat belt use available in Connecticut that is comparable to the 1995 baseline estimate accredited by NHTSA in September of 1998 and the statewide survey conducted in 1998. The results of statewide belt observations for the last 10 years are detailed in Table OP-2. Seat belt use was 89% in 2016, the highest level ever.

Table OP-2. Statewide Scientific Observations

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Total	86%	88%	86%	88%	88%	87%	87%	85%	85%	89%

Source: Connecticut Department of Transportation Statewide Scientific Observations

Table OP-3 shows driver and front seat passenger seat belt use rates in 2016 as a function of vehicle, location, and personal characteristics. The year 2012 is used as comparison since it corresponds to the last redesign. Observed seat belt use was highest in SUVs and vans, and lowest in pick-up trucks. Seat belt use was highest on minor arterials and lowest on local roads, higher among females than males and higher for Caucasians than non-Caucasians. Statewide seat belt use increased by 2 percentage points from 2012 (the year of the last redesign) to 2016 (87% to 89%). Comparing 2016 results with those from 2012 shows that seat belt use increased in every single category.

Table OP-3. Observed Driver and Front Seat Passenger Seat Belt Use-2000 & 2016

	Drivers		Passengers	
	2012	2016	2012	2016
Vehicle Type				
Passenger Car	88.8%	89.9%	87.8%	90.7%
Pick Up Truck	80.1%	80.2%	77.8%	82.0%
SUV	90.4%	93.7%	89.7%	93.5%
Van	90.6%	91.2%	90.3%	91.8%
Roadway Type				
Interstate	89.8%	90.1%	89.5%	90.5%
Principal Arterial	88.0%	90.0%	86.8%	90.2%
Minor Arterial	88.0%	90.8%	87.4%	91.3%
Collector	88.2%	89.1%	87.7%	90.4%
Local Road	86.1%	86.3%	84.8%	88.8%
Gender				
Male	86.8%	88.2%	84.9%	88.3%
Female	90.8%	92.7%	89.5%	92.8%
Race				
Caucasian	88.9%	90.7%	88.2%	91.7%
Non-Caucasian	83.4%	84.6%	83.1%	83.8%

Source: Connecticut Department of Transportation Statewide Scientific Observations

Table OP-4 shows belt use in fatally injured passenger vehicle occupants as a function of time of day. Belt use rates are consistently lower at night than during the daytime. Over the period 2011-2015, daytime belt use in fatal crashes has been 20 percentage points higher than nighttime belt use.

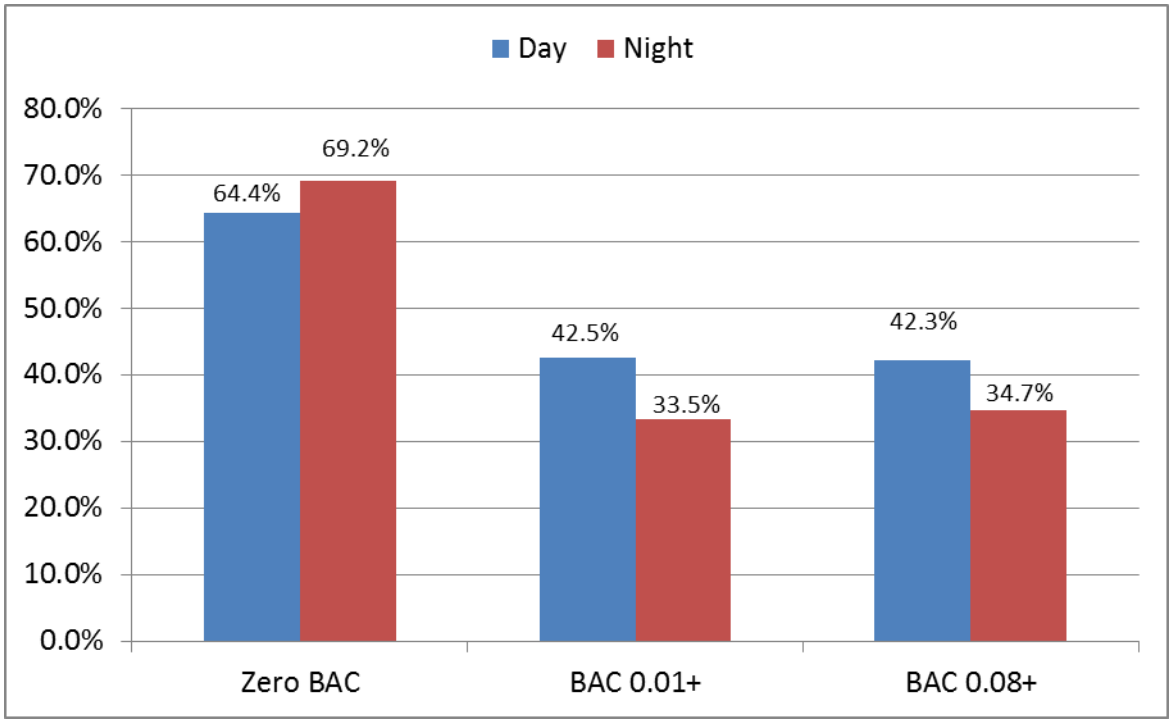
Table OP-4. Percent of Belt Use by Time of Day, Fatally Injured Passenger Vehicle Occupants, 2011-2015

% belted	2011	2012	2013	2014	2015	2011-15
Day (5:00am - 8:59pm)	51.5%	65.0%	63.1%	63.1%	59.7%	60.7%
Night (9:00pm to 4:59am)	50.0%	43.8%	39.1%	27.3%	39.7%	40.5%

Source: FARS Final Files 2011-2014, Annual Report File 2015

Figure OP-1 shows that, in addition to time of day, alcohol involvement is a factor to be considered in seat belt use by fatally injured drivers. Indeed, daytime seat belt use by drivers with zero BAC is 22 percentage points higher than drivers with BAC of 0.01 or above, and 22 percentage points higher than impaired drivers (BAC ≥ 0.08). A similar trend is seen at night. Seat belt use for drivers with zero BAC at night is 36 percentage points higher than drivers with BAC of 0.01 and above, and 35 percentage points higher than impaired drivers.

Figure OP-1. Fatally Injured Driver Belt Use by Time of Day and Alcohol Involvement, 2011-2015



Source: FARS

Table OP-5, shows driver seat belt use among those killed or seriously injured ("A" injury) on a county-by-county basis in 2015. The data indicate that seat belt use in serious crashes varies around the State, ranging from a low of 68.3 percent in Litchfield County to a high of 80.6 percent in Hartford County. Table OP-6 shows that belt use in passenger vehicle fatalities has increased between 2013 (43.9%) and 2015 (44.8%).

Table OP-5. Driver Belt Use by Injury and County, 2015

Driver Injury	Fairfield	Hartford	Litchfield	Middlesex	New Haven	New London	Tolland	Windham
Killed or A Injury	80.3%	80.6%	68.3%	69.2%	77.1%	69.8%	70.6%	75.0%

Source: Connecticut Crash Data Repository

Table OP-6. Belt Use in Passenger Vehicle Fatalities, 2013-2015

	2013		2014		2015	
	N	Percent	N	Percent	N	Percent
Belt	82	43.9%	50	36.5%	69	44.8%
No Belt	75	40.1%	48	35.0%	66	42.9%
Unknown	30	16.0%	38	28.5%	19	12.3%
Total	187	100.0%	136	100.0%	154	100.0%

Source: FARS Final Files 2013-2014, Annual Report File 2015

Table OP-7 represents towns with the lowest belt use in serious and fatal injury crashes during the 2012-2016 period. Towns were ranked for seat belt use by vehicle occupants who were injured ("A/B" injuries) or fatally injured. Only crashes occurring on non-interstates were included. This was done so that the data would be more representative of local traffic (and not traffic merely traveling through town). Ranks were created based on number of unbelted occupants, the percent belted, the number of unbelted occupants per population, and the number of unbelted occupants per VMT (non-Interstates). Each rate produced a unique rank per town and these ranks were averaged to create an overall rank, from lowest to highest. Table OP-7 shows the towns with 20 or more people injured or killed by rank.

Table OP-7. Belt Use by Seriously and Fatally Injured Occupants by Town, 2012-2016

Town	County	Belted	Unbelted	Total	Percent unBelted	Rate per 10k pop	Rate per 100k vmt	Rank Order
Waterbury	**New Haven**	**55**	**158**	**213**	**74%**	**14.52**	**12.46**	**1**
New Haven	**New Haven**	**45**	**171**	**216**	**79%**	**13.12**	**15.82**	**2**
Farmington	**Hartford**	**13**	**179**	**192**	**93%**	**69.84**	**26.20**	**3**
Hamden	**New Haven**	**26**	**105**	**131**	**80%**	**17.15**	**11.94**	**4**
North Branford	**New Haven**	**8**	**46**	**54**	**85%**	**32.25**	**17.79**	**5**
Hartford	**Hartford**	**36**	**156**	**192**	**81%**	**12.58**	**15.36**	**6**
Bridgeport	**Fairfield**	**45**	**139**	**184**	**76%**	**9.42**	**11.92**	**7**
Meriden	**New Haven**	**14**	**105**	**119**	**88%**	**17.50**	**14.92**	**8**
Bloomfield	**Hartford**	**8**	**46**	**54**	**85%**	**22.17**	**9.24**	**9**
Manchester	**Hartford**	**16**	**80**	**96**	**83%**	**13.79**	**12.10**	**10**
Shelton	**Fairfield**	**21**	**54**	**75**	**72%**	**13.08**	**5.90**	**11**
Bristol	**Hartford**	**20**	**58**	**78**	**74%**	**9.59**	**8.36**	**12**
Wolcott	**New Haven**	**13**	**21**	**34**	**62%**	**12.60**	**10.31**	**13**
Berlin	**Hartford**	**10**	**45**	**55**	**82%**	**21.89**	**6.57**	**14**
East Hartford	**Hartford**	**17**	**59**	**76**	**78%**	**11.61**	**7.20**	**15**
Orange	**New Haven**	**13**	**32**	**45**	**71%**	**22.95**	**4.95**	**15**
Milford	**New Haven**	**4**	**82**	**86**	**95%**	**15.30**	**10.41**	**17**
Monroe	**Fairfield**	**6**	**39**	**45**	**87%**	**19.66**	**11.14**	**18**
North Haven	**New Haven**	**13**	**41**	**54**	**76%**	**17.21**	**5.76**	**18**
New Milford	**Litchfield**	**12**	**33**	**45**	**73%**	**12.10**	**5.90**	**20**
Middlebury	**New Haven**	**7**	**14**	**21**	**67%**	**18.34**	**7.76**	**21**
Danbury	**Fairfield**	**28**	**61**	**89**	**69%**	**7.21**	**6.04**	**22**
Seymour	**New Haven**	**5**	**33**	**38**	**87%**	**20.03**	**7.86**	**23**
East Hampton	**Middlesex**	**3**	**27**	**30**	**90%**	**21.00**	**14.37**	**24**
Branford	**New Haven**	**9**	**27**	**36**	**75%**	**9.59**	**8.98**	**25**
Newington	**Hartford**	**9**	**40**	**49**	**82%**	**13.07**	**6.64**	**25**
Southington	**Hartford**	**16**	**36**	**52**	**69%**	**8.22**	**6.99**	**25**
Vernon	Tolland	9	28	37	76%	**9.67**	8.05	28
Stamford	Fairfield	18	106	124	85%	**8.23**	8.09	29
West Haven	New Haven	18	28	46	61%	**5.10**	7.67	30
Stratford	Fairfield	15	43	58	74%	**8.17**	5.67	31
Waterford	New Londo	3	32	35	91%	**16.60**	7.77	32
Ansonia	New Haven	10	16	26	62%	**8.49**	7.27	33
Plainville	Hartford	10	21	31	68%	**11.82**	5.24	33
Suffield	Hartford	9	16	25	64%	**10.22**	5.75	36
Windsor	Hartford	5	38	43	88%	**13.10**	6.24	36
New Britain	Hartford	20	43	63	68%	**5.91**	5.40	38
South Windsor	Hartford	2	33	35	94%	**12.80**	7.79	39
Guilford	New Haven	6	23	29	79%	**10.29**	7.92	40
New London	New Londo	3	29	32	91%	**10.67**	11.09	40
Ledyard	New Londo	9	14	23	61%	**9.32**	6.02	42
Derby	New Haven	7	17	24	71%	**13.39**	5.06	43
Bethel	Fairfield	6	18	24	75%	**9.22**	7.89	44
Canton	Hartford	8	12	20	60%	**11.62**	5.65	44
Woodbridge	New Haven	5	19	24	79%	**21.38**	4.64	46
Simsbury	Hartford	5	26	31	84%	**10.68**	6.28	47
Enfield	Hartford	14	25	39	64%	**5.64**	4.73	49

Town	County	Belted	Unbelted	Total	Percent unBelted	Rate per 10k pop	Rate per 100k vmt	Rank Order
Wallingford	New Haven	14	35	49	71%	**7.80**	3.82	49
Darien	Fairfield	2	22	24	92%	**10.10**	8.14	52
Brookfield	Fairfield	6	19	25	76%	**11.08**	4.66	54
Norwalk	Fairfield	20	45	65	69%	**5.09**	3.73	54
Cheshire	New Haven	13	18	31	58%	**6.15**	4.44	56
Fairfield	Fairfield	9	44	53	83%	**7.15**	4.18	58
Stonington	New Londo	5	16	21	76%	**8.71**	5.29	59
East Haven	New Haven	5	19	24	79%	**6.57**	7.36	60
Westport	Fairfield	4	28	32	88%	**10.04**	4.18	61
Wilton	Fairfield	7	16	23	70%	**8.55**	3.81	64
Portland	Middlesex	12	8	20	40%	**8.52**	4.16	65
Trumbull	Fairfield	15	24	39	62%	**6.55**	1.93	70
Wethersfield	Hartford	6	20	26	77%	**7.59**	4.12	71
Norwich	New Londo	18	16	34	47%	**4.01**	3.20	73
Torrington	Litchfield	5	24	29	83%	**6.88**	4.34	74
Cromwell	Middlesex	4	16	20	80%	**11.40**	3.00	75
Middletown	Middlesex	9	22	31	71%	**4.71**	2.71	81
Naugatuck	New Haven	8	14	22	64%	**4.44**	3.26	81
New Canaan	Fairfield	2	18	20	90%	**8.83**	3.45	85
Groton	New Londo	8	15	23	65%	**3.78**	3.16	91
Newtown	Fairfield	7	13	20	65%	**4.64**	2.41	96
Greenwich	Fairfield	6	27	33	82%	**4.31**	2.60	97
West Hartford	Hartford	4	25	29	86%	**3.96**	3.48	99
Glastonbury	Hartford	8	12	20	60%	**3.46**	1.24	106

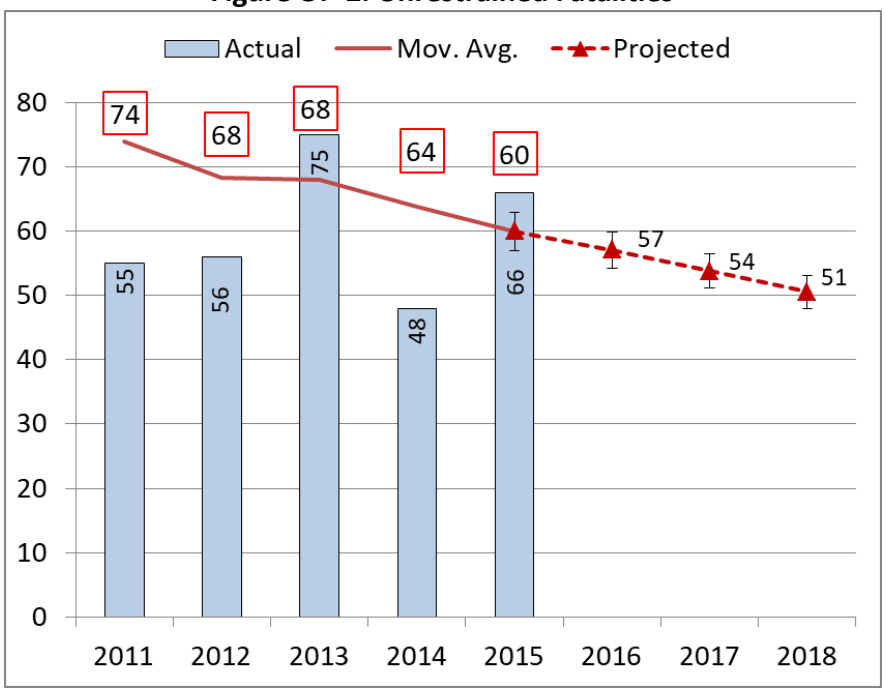
Performance Measures

The following performance measures have been selected based on their ability to indicate trends in belt use over extended periods of time. While some absolute numbers may be higher from year to year, moving average and trend data may show modest projected decreases over time. These projections are then applied during the goal selection process.

	2011	2012	2013	2014	2015
% Belt Use					
% Belted Motor Vehicle Occupants (Observed)	88%	87%	87%	85%	85%
% Belted Motor Vehicle Occupants Fatalities	39.6%	44.2%	43.9%	36.8%	44.8%
Belt Use in Fatal Crashes					
Belted	57	73	82	50	69
Unbelted	55	56	75	48	66
Unknown	32	36	30	38	19
Total	144	165	187	136	154

Source: FARS Final File 2011-2014, FARS Annual Report File 2015

Figure OP-2. Unrestrained Fatalities



Source: FARS Final Files 2010-2014, Annual Report File 2015

Performance Goals

To maintain the five year moving average of 60 (2011-2015) unbelted occupant fatalities during 2018.

- While unbelted occupant fatality figures have fluctuated during the five year reporting period, the five year moving average trend projects a decrease in this measure.
- Although the five year moving average trend projects a decrease in this measure, preliminary data indicate this measure will increase during the planning period. Preliminary 2016 data show the fatality total of 307 to represent an increase from previous years in the five year moving average period.
- Year to date 2017 data show current fatality totals outpace 2016 data for the same time period.
- For this reason, the fatality trend, along with unbelted occupant fatalities are expected to increase during the planning period.

To increase the statewide observed seat belt use rate from 89.4 percent in 2016 to 90 percent or above in 2018.

Observed seat belt use peaked in Connecticut in 2016. The goal was chosen to attain a seat belt use rate of 90 percent.

To maintain the number of (four) update classes held during 2017 to retain a minimum of 400 certified technicians in 2018.

The number of certified technicians has fluctuated in Connecticut. Based on limited programming

targeted at technician certifications, the HSO relies more on partnerships to keep this number maintained at its current level.

Performance Objectives

OP

To maintain or increase the number of police agencies participating in national safety belt mobilizations from the 129 that reported WAVE participation in FY 2016.

Decrease the number of unbelted impaired drivers involved in fatal and injury crashes by encouraging law enforcement to ticket unbelted drivers during D.U.I. patrols and checkpoints. In FY16 there were 1,689 safety belt citations issued as a result of observed violations at DUI checkpoints and roving patrols.

CPS

Improve the availability, use, and proper installation of child restraint systems by increasing the number of permanent fitting stations from 104 to 112 by 2018.

Implement changes to current data collection methods to provide more accurate data to identify children not properly restrained in motor vehicles.

Planned Countermeasures

OP

The countermeasures for this program area directly correlate to the problem ID data listed above. Countermeasures are based on proven programs and NHTSA mobilizations and are often selected from NHTSA's *Countermeasures That Wo*rk and sharing of best practices at national safety conferences such as the Governor's Highway Safety Association and Lifesavers as well as Transportation Safety Institute training courses. The Department serves as the lead agency for the coordination of occupant protection programs in Connecticut. Participation in the national high visibility safety belt and child safety seat enforcement mobilization: "Click It or Ticket" (CIOT) will continue to be the core component of the program.

The HSO will continue to encourage law enforcement agencies to conduct statewide sustained seat belt enforcement during the year. Sustained enforcement was tracked in 2015 and 2016 resulting in sustained enforcement covering at least 70 percent of the areas where unrestrained fatalities occur. The HSO plans to continue to have sustained OP enforcement covering areas where 70 percent of the unrestrained fatalities occurred. Law enforcement agencies conducted sustained OP enforcement during grant-funded overtime projects; this includes both agencies that received grant funding and non-funded agencies. During overtime enforcement projects (impaired driving, speed and distracted driving) law enforcement conduct enforcement of Connecticut's seat-belt laws as a secondary focus beyond the primary scope of the project(s). Connecticut State Police will continue to conduct OP sustained enforcement and will be asked to focus on towns with unrestrained fatalities wherever possible. During this activity, efforts were made to participate in sustained enforcement of Connecticut's seat-belt laws as a secondary focus beyond the primary scope of the project(s). The

HSO anticipates that this level of enforcement activity will continue during the 2018 planning period.

In addition to this sustained OP enforcement, Connecticut's Law Enforcement Liaison (LEL) has partnered with the Connecticut Police Officer and Standards and Training Council (POSTC) and has made Occupant Protection a part of every High Visibility Enforcement (HVE) course held at POSTC. The LEL delivers a four hour training block by delivering Traffic Occupant Protection Strategies for Law Enforcement (TOPS) and a portion of "Below 100" another Occupant Protection course and the proper use of the Seat Belt Convincer. These HVE courses are held at a minimum of 5 times a year and train approximately 300 Troopers/Officers yearly. It is our intention to conduct HVE courses during the FY18. By conducting these courses it will keep occupant protection in the forefront with law enforcement personnel on a sustained basis.

Initiated during the 2014 planning cycle, greater effort was placed on low seat belt usage areas through increased enforcement and education. This practice will continue during the 2018 planning process. This will be accomplished through analysis of crash and observation data to identify towns and areas where low belt use by motorists can best be addressed (see table OP-7 in the problem ID section of this area). This analysis focuses on the combination of low belt use towns identified through observation surveys and pairs it with ranked analysis of unbelted crashes and fatalities as well as population and VMT data over a five year period. This process serves to prioritize funding opportunities for participating law enforcement agencies. The HSO will offer greater funding priority to towns and agencies that show the greatest need in this area. This increased focus on low belt used and unbelted crashes will not preclude the HSO from continuing historical practice of attempting to achieve statewide law enforcement participation during national mobilizations. The HSO will continue to encourage law enforcement agencies statewide to participate in the 2018 CIOT mobilization(s) in May and November regardless of funding availability.

A Seatbelt Working Group was created in 2014 to assist the HSO increase Connecticut's belt use rate. The Working Group is represented by state and local law enforcement, Preusser Research Groups, Cashman+Katz Media Consultant, AAA, Department of Public Health, hospitals and the HSO. As a result of the Working Group a change has been made to the media to educate Connecticut on the fines for not wearing a seatbelt. A combination of adding the fines to the media campaign and encouraging law enforcement agencies to increase enforcement should help raise our belt use rate.

Additionally, the paid media and PI&E included in this section are directly referenced as being in support of statewide mobilizations. As noted in Table OP-5, belt use across all the counties is similar, justifying a state-wide approach to CIOT enforcement. This comprehensive campaign will include funding statewide safety belt enforcement through checkpoints and roving/saturation patrols both day and night. The HSO will encourage participation in nighttime safety belt enforcement and track data from this initiative during the national mobilizations. An especially important component of this program is providing funding for observation surveys before and after enforcement waves measuring the effects of the campaign and determining the statewide safety belt use rate.

Participation in the national "Click It or Ticket" mobilization and media campaign will be the

major component of the occupant protection program. Paid media may include television, radio, web, and outdoor buys. Initiatives will be developed to promote awareness to the identified high risk groups (i.e. young males and pick-up truck operators). This will involve analysis of State crash data, motorist survey data and safety belt use observation data. This activity will be supported by garnering corresponding earned media opportunities through the HSO, safety partners, law enforcement.

Other paid media and public information and education efforts will be conducted through a variety of public outreach venues. Safety belt messages and images including "Buckle Up CT" and "Click It or Ticket" will be prominently placed at several of the States sports venues including but not limited to: Dunkin Donuts Park, Hartford XL Center, Bridgeport's Harbor Yard, Rentschler Field, Dodd Stadium, Live Nation theatres, Lime Rock Park, Stafford Motor Speedway and the Thompson International Speedway. In support of the visual messages, public outreach will be conducted at these venues through tabling opportunities which will provide the opportunity to educate motorists about the importance of safety belt use for themselves and their passengers. Further public outreach will be executed through a grant funding the Seatbelt Rollover Simulator and Seatbelt Convincer demonstrators at various public and grassroots events.

Safety belt messages will be broadcast to motorists through social media venues:

http://www.facebook.com/CThighwaysafety
https://twitter.com/CTHighwaySafety
http://pinterest.com/cthighwaysafety

Announcements regarding highway safety promotional activities at public outreach/sporting venues and informational feeds on mobilizations will be regularly posted to educate followers.

CPS

Efforts to educate the public about the importance and correct use of child restraint systems as children grow and "graduate" from rear-facing, forward facing, booster seats and adult seat belts, will promote greater compliance. The strategies will include educational programs, outreach events and public information campaigns directed towards the general public (i.e., Child Passenger Safety Week); with an emphasis on groups identified as having low safety belt usage rates due to the demonstrated lack of child restraint shown in this situation (Table OP-2).

Promotion of proper child safety restraint use will also take place through technical support for child safety seat installation professionals – through the dissemination of support materials, and safety week planning. In order to better identify and target groups who are over represented in low restraint use, the program manager will coordinate with the HSO data contractor to implement changes in data collection.

Projected traffic safety impact as a result of countermeasures selected in this area:

- Slowing the increasing number of unrestrained occupants in crashes
- Greater awareness among motorists of law enforcement's efforts to identify and cite unbelted motorists
- Greater awareness among motorists of the proper installation and use of child safety seats

Occupant Protection

Task 1
Project Title: Occupant Protection Program Administration
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Phyllis DiFiore

The goal of this project is to increase seat belt use in Connecticut. This project will include coordination of activities and projects outlined in the occupant protection/child passenger safety program area, statewide coordination of program activities, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2 Office. Funding will be provided for personnel, employee-related expenses and overtime, professional and outside services. Travel expenses for training and to attend outreach events, and other related operating expenses. This project may be used to fund salary and a small portion is used for travel and operating expenses.

Funding Source	Project Number	Agency	Title	$ Amount
402-OP	**0198-0702-AA**	**CT-DOT/HSO**	**OP Program Administration**	**$75,000**

Task 2
Project Title: Data Analysis & Surveys
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Aaron Swanson
Countermeasure: 2.1 Short term, High Visibility Belt Law Enforcement (Observation surveys) - Countermeasures That Work

The goal of this project is to provide data to the Highway Safety Office to increase the statewide seat belt usage rate. This project will provide funding for annual evaluation and support for the Occupant Protection Program. The project will include the statewide annual seat belt use observations, as well as data evaluation and support for annual planning documents. This project will also include NHTSA core performance measure mandated attitude and awareness surveys and analysis. NHTSA approved Safety Belt Surveys as well as knowledge and awareness surveys at DMV offices to track the impact of mobilization enforcement activities funded under this task.

Funding Source	Project Number	Agency	Title	$ Amount
402-OP	**0198-0702-AB**	**CT-DOT/HSO**	**Data Analysis & Surveys**	**$150,000**

Task 3
Project Title: Click It or Ticket Enforcement
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Phyllis DiFiore

Countermeasure: Short- Term, High Visibility Belt Law Enforcement 2.1 Countermeasures That Work
Indirect Rate: The DESPP project will include indirect costs per federally approved negotiated rate. This amount will be determined upon grant submission

The goal of this project is to decrease the number of unbelted drivers involved in fatal and injury crashes by encouraging law enforcement to ticket unbelted drivers during checkpoint and patrols. This project provides funding for enforcement of occupant protection laws through the Selective Traffic Enforcement Program or WAVE in conjunction with the national "Click It or Ticket" mobilization (May and November) including checkpoints and roving/saturation patrols. The WAVE is an enforcement activity that takes place during the National Occupant Protection efforts. Law enforcement agencies will report a pre, post and enforcement survey to the HSO office. We are increasing our focus on the top towns based on data from Connecticut's *2016 Seat Belt Use Report*. Increased effort will focus on low seat belt use towns through increased enforcement and education. This will be accomplished through analysis of crash and observation data to identify towns and areas where low belt use by motorists can best be addressed (see table OP-7 in the problem ID section of this area). This analysis focuses on the combination of low belt use towns identified through observation surveys and pairs it with ranked analysis of unbelted crashes and fatalities as well as population and VMT data over a five year period. This process serves to prioritize funding opportunities for 40-60 participating law enforcement agencies. The HSO will offer greater funding priority to towns and agencies that show the greatest need in this area. This increased focus on low belt used and unbelted crashes will not preclude the HSO from continuing historical practice of attempting to achieve statewide law enforcement participation during national mobilizations.

The goal of the nighttime enforcement project is to decrease the number of unbelted fatalities and injury crashes that occur at night time. Available data and program evaluations suggest that more emphasis on seat belt enforcement during the night hours can provide additional gains in seat belt use and injury reduction. This process serves to prioritize funding opportunities for 5-10 participating law enforcement agencies including Connecticut State Police. The HSO will offer greater funding priority to towns and agencies that show the greatest need in this area.

Funding Source	Project Number	Agency	Title	$ Amount
402-OP	**0198-0702-AC**	**CT-DOT/HSO**	**Click It or Ticket Enforcement (November & May Mobilization)**	**$700,000**
402-OP	**0198-0702-AH**	**CT-DOT/HSO**	**Nighttime Enforcement Pilot**	**$150,000**
402-OP	**0198-0702-AI**	**DESPP**	**Nighttime Enforcement Pilot**	**$50,000**

Task 4

Project Title: Occupant Protection Enforcement/ Connecticut State Police

Administrative Oversight: Department of Transportation, Highway Safety Office *Staff Person*: Phyllis DiFiore

Countermeasure: 2.1 Short- Term, High Visibility Belt Law Enforcement - Countermeasures That Work

Indirect Rate: This project will include indirect costs per federally approved negotiated rate. This amount will be determined upon grant submission

The goal of this project is to decrease the number of unbelted drivers involved in fatal and injury crashes by encouraging law enforcement to ticket unbelted drivers during checkpoint and patrols by the Connecticut State Police. This project provides funding for enforcement of occupant protection laws through the NHTSA's national "Click It or Ticket" mobilization (May and November) including focused patrols and roving/saturation patrols. The Connecticut State Police covers 82 of the State's 169 towns without their own police departments. The enforcement activities will consist of both spot check points and roving patrol enforcement throughout the state. The State Police Public Information Office will provide the activity totals to the media to act as a deterrent to those drivers who choose not to obey the state's seat belt and child safety seat laws. Increased effort will focus on low seat belt use areas through increased enforcement and education.

Funding Source	Project Number	Agency	Title	$ Amount
405b-1 (M2HVE)	**0198-0741-1-AC**	**DESPP**	**Occupant Protection Enforcement/CSP**	**$125,000.00**

Task 5

Project Title: Waterbury Area Traffic Safety Program

Administrative Oversight: Department of Transportation, Highway Safety Office *Staff Person*: Juliet Little

Countermeasure: 7.3 Communications and Outreach Strategies for Older Children Communications and Outreach Strategies for Booster Seat Use School Programs, Inspection Stations – Countermeasures That Work

This task provides funding for the Waterbury Area Traffic Safety Program Administration. This program provides support to the HSO in the dissemination of educational programs and materials, specifically in the area of occupant protection. This task also provides support for approximately 10 Child Passenger Safety Technician training classes and supplies for fitting stations to assure that all technicians are provided with the latest available information on changes and updates in the certification process. This includes curriculum, approved practices, child safety seat and booster seat engineering and hardware, as well as informational materials. This task will provide funding for travel, coordinating, and implementation.

Funding Source	Project Number	Agency	Title	$ Amount

402-OP	**0198-0702-AD**	**Waterbury PD**	**Waterbury Area Traffic Safety Program**	**$150,000**

Task 6

Project Title: Safety Belt Convincer/Rollover Simulator

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Phyllis DiFiore

Countermeasure: 3 . 1 Communications and Outreach Supporting Enforcement - *Countermeasures That Work*

Indirect Rate: The DESPP project will include indirect costs per federally approved negotiated rate. This amount will be determined upon grant submission

The goal of this task is to increase seat belt compliance, which will reduce the number of injuries and fatalities statewide and to increase public education programs through physical demonstrations. The Convincer demonstrates a low speed crash and allows the rider to feel how the seat belt restrains system works to protect them in a car crash. The Rollover simulator allows the public to view the ejection of crash dummies as a direct result of the failure to use seat belts. Funding for this project will be used to have the Seat Belt Convincer and Rollover Simulators demonstrations conducted at schools, fairs, places of employment and community events. Utilizing the Convincer and the Rollover Simulator the Connecticut State Police are able to demonstrate visually and physical the value of wearing a seat belt.

The goal of this task is to also purchase a rollover simulator or seatbelt convincer to be used by law enforcement to increase seat belt compliance, which will reduce the number of injuries and fatalities. The purchase of this equipment will allow increase demonstrations to be held at approximately 80 more education programs, school events, health and safety fairs and community events.

Funding Source	Project Number	Agency	Title	$ Amount
405b-2 (M2PE)	**0198-0741-2-AE**	**DESPP**	**Safety Belt Convincer/Rollover Simulator**	**$200,000.00**
402-OP	**0198-0702-AJ**	**Municipal Police Agency**	**Purchase Safety Belt Convincer**	**$40,000.00**

Task 7

Project Title: Occupant Protection Media Buy and Earned Media *Administrative Oversight*: Department of Transportation, Highway Safety Office *Staff Person*: Phyllis DiFiore

Countermeasure: 3 . 1 Communications and Outreach Supporting Enforcement - *Countermeasures That Work*

The goal of this task is to reduce the number of unbelted fatalities by increasing awareness of Connecticut drivers and passengers as to the dangers of not wearing safety belts or using proper child safety restraints. The project provides funding for paid media to support national "Click it or Ticket" enforcement mobilizations and year round "social norming" safety belt messaging. This project will also include a bi- lingual component for Spanish speaking audiences.

Funding will be used for paid media to purchase TV ads, radio spots, print, outdoor, bus panels, gas station, malls, movie theaters and web advertising will be purchased through the HSO media consultant. Consultant will also develop Connecticut specific media messages on the importance of using seat belts. Media effectiveness will be tracked and measured through required evaluation reports from media agencies and attitude and awareness surveys conducted at local DMV's. Measures used to assess message recognition include Gross Rating Points, total Reach and total Frequency for both the entire campaign as well as the target audience.

Anticipated Media Campaign:

- Click It or Ticket HVE media buy (national mobilization) : May 2018 - $235,000
- Buckle Up CT: Year round campaign of social norming messaging - $200,000

Public outreach at sporting and concert venues, health and safety fairs and civic organizations will be conducted under this task. Target audience will be comprised of underrepresented groups from seatbelt observation surveys and focus group results including males 18-34, pick-up truck drivers, Spanish language speaking residents and young drivers.

The following media is value added from the Impaired Driving media purchase and funding does not come out of this project. Advertising safety belt messages (including "Click It or Ticket", "Buckle Up Connecticut" and "Seat Belts Save Lives") in the form of signage, in-event promotions and message specific promotions related to the respective partners will also be purchased at the following venues: Dunkin Donuts Park, Hartford XL Center, Bridgeport's Harbor Yard, Rentschler Field, Dodd Stadium, Live Nation theatres, Lime Rock Park, Stafford Motor Speedway, Thompson International Speedway and the Ives Center

Funding Source	Project Number	Agency	Title	$ Amount
402-OP	**0198-0702-AE**	**CT-DOT/HSO**	**Occupant Protection Media Buy**	**$400,000**
405b-2 (M2PE)	**0198-0741-2-AD**	**CT-DOT/HSO**	**Occupant Protection Media Buy**	**$35,000**

Task 8

Project Title: Occupant Protection Public Information and Education

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Phyllis DiFiore

Countermeasure: Communications and Outreach Supporting Enforcement 3.1 *Countermeasures*

That Work

The goal of this task is to educate drivers and passengers on the importance of wearing their seat belts. This project is to purchase educational materials to be distributed at health and safety fairs, school events and other public outreach events.

Public information and education efforts will be conducted through a variety of public outreach venues. Safety belt messages and images including "Click It or Ticket", "Buckle Up Connecticut" and "Seat Belts Save Lives" that are prominently placed at several of the States sports venues (including but not limited to Dunkin Donuts Park, Hartford XL Center, Bridgeport's Harbor Yard, Rentschler Field, Dodd Stadium, Live Nation theatres, Ives Center, Lime Rock Park, Stafford Motor Speedway and the Thompson International Speedway) through the paid media project. In support of the visual messages, public outreach will be conducted at these venues through tabling opportunities which will provide the opportunity to educate motorists about the importance of safety belt use for themselves and their passengers. This project will include for the purchase of brochures and citation holders to be used during HVE.

Please note this task does not include the purchase of ANY promotional items.

Funding Source	Project Number	Agency	Title	$ Amount
402-OP	**0198-0702-AF**	**CT-DOT/HSO**	**Occupant Protection PI&E**	**$50,000**

Child Restraint

Task 1

Project Title: Child Restraint Administration

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Juliet Little

This initiative will include coordination of activities and projects as outlined in the Occupant Protection/Child Restraint Program area, training, travel, development, promotion and distribution of public information materials, supplies and provide for a community outreach coordinator. To establish a Child Passenger Safety Advisory Board for the purpose of addressing and raising awareness of the importance of safe and proper transportation children. Reports will be supplied to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2 Office.

Funding Source	Project Number	Agency	Title	$ Amount
402-CR	**0198-0709-AA**	**CT-DOT/HSO**	**Child Restraint Administration**	**$100,000**

Task 2

Project Title: Child Passenger Safety Support - Training

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Juliet Little
C*ountermeasure*: Training to maintain a sufficient number Child Safety Seat Technicians
This task provides support for child passenger safety technical update training for currently certified technicians. Completion of this course helps technicians to maintain their certification by earning the required CEU's necessary for recertification. Child Passenger Safety Basic Awareness Course the participants who successfully complete this class will have developed a basic awareness of child passenger safety issues and practice. Conduct at least on instructor training and training course for transporting children with special needs. This training would be provided for child passenger safety instructors to provide the latest information on curriculum changes regarding transporting special needs children. It is anticipated up to 15 technicians could attend this training. The date and location of this training have not yet been announced.

This task may also provide funding to technicians to attend the NHTSA Region 2 CPS conference.

Funding Source	Project Number	Agency	Title	$ Amount
402-CR	**0198-0709-AB**	**CT-DOT/HSO**	**CPS Training**	**$100,000**

Task 3
Project Title: Child Passenger Safety Support – Fitting Stations
Administrative Oversight: Department of Transportation, Highway Safety
Office *Staff Person*: Juliet Little
Countermeasure: Section 7.3 Inspection Stations – Countermeasures That Work
Indirect Rate: This project will include indirect costs per federally approved negotiated rate. This amount will be determined upon grant submission

The goal of this task is solely to support in order to maintain fitting stations to increase proper child restraint use statewide. This support will include materials, supplies as well as child safety seats. Technicians will perform safety seat checks while educating caregivers to reduce the misuse and/or non- use of child safety seats and dispel incorrect information regarding child passenger safety. Technicians will explain how to select the correct seat not only for the vehicle but for the caregiver. Fitting stations that receive funds through this grant must participate in CPS Week. These grants are meant to serve multiple communities as they provide for mini grants to serve multiple fitting stations.

Funding Source	Project Number	Agency	Title	$ Amount
402-CR	**0198-0709-AC**	**Connecticut Children's Medical Center**	**CPS Fitting Stations Support**	**$75,000**
402-CR	**0198-0709-AD**	**Yale New Haven Children's Hospital**	**CPS Fitting Stations Support**	**$100,000**

Task 4

Project Title: Yale-New Haven Children's Hospital Community Traffic Safety Program *Administrative Oversight*: Department of Transportation, Highway Safety Office *Staff Person*: Juliet Little

Countermeasure: Per FAST ACT requirements states to have an active network of child restraint inspection stations that service the majority of the State's population.

This traffic safety program will conduct educational programs, check-up events, conduct certification, renewal and update classes as well as host sign-off sessions to maintain technicians, assist in establishing inspection stations in cities/towns that not only have large populations but reach underserved minority populations and communities of low socioeconomic status. This task will fund or partially fund a coordinator position to assist parents and other caregivers by providing education and raising awareness to get families and communities more involved in child passenger safety. This program will address proper car seat, booster seat and seat belt usage to being the process of ensuring passenger safety into adulthood. This program will conduct checkup events, run certification classes as well as other child passenger safety education programs and events.

Funding Source	Project Number	Agency	Title	$ Amount
402-CR	**0198-0709-AE**	**Yale-New Haven Children's Hospital**	**Community Traffic Safety Program**	**$135,000**

Task 5
Project Title: "Look Before You Lock, Where's Baby"
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Juliet Little
Countermeasure:
Indirect Rate: This project will include indirect costs per federally approved negotiated rate. This amount will be determined upon grant submission

The "Look Before You Lock, Where's Baby " Education Campaign is to increase child safety by delivering safety messages to increase awareness of the issue of hot cars and to provide strategies for parents and caregivers to be reminded not to forget children, or to leave them purposefully, in a motor vehicle unattended. The campaign will utilize television, radio, billboards, newspapers, online media, social media, community education, and outreach to businesses.

Funding Source	Project Number	Agency	Title	$ Amount
402-OP	**0198-0702-AG**	**Connecticut Children's Medical Center**	**Look Before You Lock Education Campaign**	**$150,000**

The dollar amounts for each task are included for the purpose of planning only. They do not represent an approval of any specific activities and/or funding levels. Before any project is approved for funding, an evaluation of each activity is required. This evaluation will include a review of problem identification, performance goals, availability of funding and overall priority level.

Police Traffic Services (PTS)

Police Traffic Services (PTS)

Problem Identification

Crash reporting in Connecticut via the Police Report 1 or PR-1 only allows for one contributing factor to be assigned to a crash; this accounts for the major difference between contributing factors listed in Connecticut Department of Transportation data versus FARs data. This issue has since been addressed through the development of a MMUCC compliant crash reporting form. This change will be reflected in 2015 crash data.

Among injury crashes in Connecticut during 2015, Table PT-1 shows the predominant contributing factors related to aggressive driving: following too closely; failure to yield the right-of-way; operating in inattentive, careless, negligent or erratic manner; violating stop sign; and violating traffic light.

Table PT-1. Aggressive Driving Contributing Factors in 2015 Injury Crashes

	Injury Crashes		Fatal Crashes		PDO Crashes	
	Number	%	Number	%	Number	%
Followed Too Closely	8,582	7.1%	11	7.1%	23,909	6.2%
Failed to Yield Right-of-Way	3,383	2.8%	20	1.8%	7,830	2.0%
Operated Motor Vehicle in Inattentive, Careless, Negligent, or Erratic Manner	1,429	1.2%	31	1.2%	3,084	0.8%
Ran Stop Sign	876	0.7%	13	1.2%	1,563	0.4%
Ran Red Light	900	0.7%	11	1.0%	1,218	0.3%

Source: Connecticut Crash Data Repository

During the 2011 to 2015 period, the most prevalent driver-related factors in fatal crashes (Table PT-2) were "speed-related" and "under the influence of alcohol, drugs, or medication." In 2015, "speed-related" was identified in 18.7 percent of fatal crashes, "under the influence of alcohol, drugs, or medication" in 11.5 percent, and "failure to keep in proper lane" in 6.1 percent of the fatal crashes. The data in Table PT-2 may involve up to 4 factors per driver thus the yearly total may add up to more than 100 percent. **As Highway Safety issues continue to emerge, distracted driving/hand held mobile electronic device use has been a consistently recognized factor leading to crashes, injuries and fatalities.** Table PT-2 indicates that "driver distracted by" was a driver-related factor in 2.4 percent of fatal crashes.

Table PT-2. Drivers Involved in Fatal Crashes/Related Factors of Drivers

Factors	2011 (N=294)	2012 (N=375)	2013 (N=389)	2014 (N=342)	2015 (N=374)
Speed-related	23.1%	16.5%	16.5%	18.1%	18.7%
Under the influence of alcohol, drugs, or medication	14.3%	10.4%	18.0%	12.0%	11.5%
Failure to keep in proper lane/Improper lane usage	5.8%	8.3%	7.5%	10.2%	6.1%
Operating vehicle in erratic, reckless, ...	1.7%	3.5%	3.9%	5.0%	5.1%
Failure to yield right of way	7.1%	4.0%	5.9%	4.7%	3.5%
Failure to obey traffic signs, signals, or officer	2.0%	2.1%	3.1%	3.8%	4.0%
Swerving or avoiding due to wind, slippery surface, ...	1.4%	1.6%	1.8%	1.2%	2.9%
Driver distracted by…	2.0%	3.5%	2.8%	2.6%	2.4%
Drowsy, asleep, fatigued, ill, or blackout	6.5%	3.2%	1.3%	3.5%	2.1%
Careless driving (since 2012)		1.6%	0.8%	1.8%	1.9%
Driver's vision obscured by	2.0%	4.0%	3.1%	3.8%	1.6%
Driving wrong way on one--way traffic or wrong side of road	1.0%	3.7%	1.8%	0.9%	1.3%
Overcorrecting/oversteering	0.0%	0.3%	0.3%	0.6%	1.1%
Other factors	6.8%	7.2%	15.9%	15.8%	16.8%
None reported	73.8%	69.6%	64.8%	60.5%	63.6%
Unknown	0.3%	2.4%	4.9%	7.0%	3.2%

Source: FARS Final Files 2011-2014, Annual Report File 2015

Table PT-3 indicates that more than half of speeding-related fatal crashes in the period 2011 to 2015 involved a driver with a positive BAC. The one exception in the 5-year period reviewed is for the year 2012 (48.9%). Overall, 59 percent of speeding-related crashes involved a driver with a BAC of 0.01 or above and 53 percent of speeding-related crashes involved an impaired driver (BAC of 0.08 or above).

Table PT-3. Speeding-Related Fatal Crashes by Alcohol Involvement

	2011	2012	2013	2014	2015	2011-15
N Speeding-Related Crashes						
Zero BAC	27	32	24	21	30	134
BAC ≥ 0.01	41	30	40	41	40	192
BAC ≥ 0.08	39	26	33	37	38	172
% Speeding-Related Crashes						
Zero BAC	40.1%	51.1%	37.7%	33.7%	42.6%	41.0%
BAC ≥ 0.01	59.9%	48.9%	62.3%	66.3%	57.4%	59.0%
BAC ≥ 0.08	56.9%	41.8%	51.1%	59.0%	53.7%	52.6%

Source: FARS Final Files 2011-2014, Annual Report File 2015

Over the 5-year period of 2011 to 2015, the greatest proportion of fatalities (32.8%) occurred on roads with a posted speed limit of 30 mph or less, followed by roads with limits of 35 or 40 mph (24.4%) and 45 or 50 mph (16.6%). Details are included in Table PT-4.

Table PT-4. Fatalities by Posted Speed Limit

Posted Speed Limit	2011 (N=221)	2012 (N=264)	2013 (N=286)	2014 (N=248)	2015 (N=266)	Total (N=1,285)
30 mph or less	69	79	104	91	78	32.8%
35 or 40 mph	54	69	69	56	65	24.4%
45 or 50 mph	44	39	49	38	43	16.6%
55 mph	32	29	27	32	26	11.4%
60+ mph	21	36	25	21	44	11.4%
No statutory limit	0	3	4	1	1	0.7%
Unknown	1	9	8	9	9	2.8%

Source: FARS Final Files 2011-2014, Annual Report File 2015

Table PT-6 represents (based on MMUCC 2015-2016) the top 25 municipalities where speed related crashes took place. The HSO will focus a majority of major-cities speed grants on larger municipalities where the majority of these crashes occur. Other participating municipal departments may be selected based on past grant performance and/or a demonstrated need through additional problem identification provided as part of a specific grant application.

Table PT-6. Speed Crashes by Town

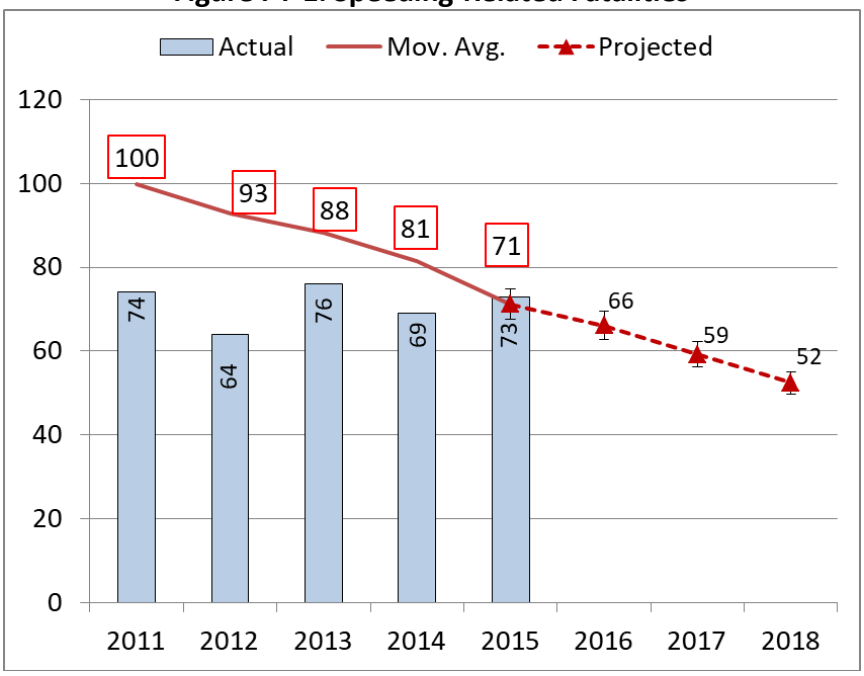
City/Town	2015	2016	Total
Waterbury	303	370	673
Bridgeport	205	377	582
New Haven	269	196	465
Hartford	328	159	487
Middletown	80	308	388
Danbury	219	168	387
Meriden	149	191	340
Greenwich	169	183	352
New Britain	147	145	292
West Hartford	147	156	303
Wethersfield	168	112	280
Bristol	131	130	261
Trumbull	138	131	269
Stamford	180	99	279
Hamden	118	121	239
Fairfield	130	116	246

Norwich	112	110	222
Shelton	113	91	204
East Hartford	117	94	211
Norwalk	93	104	197
Stratford	86	97	183
Milford	92	88	180
West Haven	79	93	172
Mansfield	98	75	173
Manchester	77	85	162

Source: Connecticut Crash Data Repository
This data excludes interstates

Figure PT-1 shows the number of speeding-related fatalities in Connecticut for the period 2011 to 2015, along with the five-year moving averages, and trend projecting into 2018. Projections show a downward trend and estimate 66 speeding-related fatalities for 2016, 59 for 2017, and 52 for 2018.

Figure PT-1. Speeding-Related Fatalities



Source: FARS

Nationally in 2015, speed was a contributing factor in 26.6 percent of fatal crashes, a lower figure than in Connecticut. In 2015, NHTSA's FARS data described 27.7 percent of fatal motor vehicle crashes in the State as "speeding-related" crashes. Please note, time of day speed related crash data was not available during the planning period. Law Enforcement agencies include timeframes for speed enforcement in their grant applications.

Performance Measures

The following performance measures have been selected based on the ability to indicate trends in speeding-related crashes over extended periods of time. While some absolute numbers may be higher from year to year, moving average and trend data may show modest projected decreases over time. These projections are then applied during the goal selection process.

Performance Measures	2011	2012	2013	2014	2015
% CT Speed-Related Fatal Crashes	32.7%	20.8%	20.8%	26.5%	27.7%
% U.S. Speed-Related Fatal Crashes	30.1%	28.8%	28.8%	27.6%	26.6%
% CT Speed-Related Injury Crashes	7.7%	7.2%	7.5%	7.9%	10.4%
Speeding Related Fatalities	74	64	76	69	73

Sources: FARS; CT Crash Data Repository

To maintain the five year moving average of 71 (2011-2015) speeding related fatalities during 2018.

- While speeding related fatalities have remained fairly steady during the five year reporting period, the five year moving average trend projects a decrease in this measure.
- Although the five year moving average trend projects a decrease in this measure, preliminary data indicate this measure will increase or remain consistent with previously reported data during the planning period. Finalized 2016 FARS data was not available at the time of goal setting for the 2018 planning period. Preliminary 2016 data show the fatality total of 307 to represent an increase from previous years in the five year moving average period.
- Year to date 2017 data show current fatality totals outpace 2016 data for the same time period.
- The fatality trend, along with speeding related fatalities, are expected to increase during the planning period.

Performance Objectives

Reduce the percentage of fatal crashes where speed was a contributing factor (FARS) below the 18.4 percent recorded in 2014 to below 15 percent in 2018.

Planned Countermeasures

Although the problem identification of this program area is representative of speeding data related to crashes, injuries and fatalities, the Police Traffic Services section serves to support the maintenance and function of the Law Enforcement Liaison (LEL) position within the HSO. The function of the LEL is to support and address other traffic safety initiatives outlined in this plan.
Speeding related crashes, injuries and fatalities will be addressed through funding High Visibility Enforcement (HVE) projects. Speed Problem ID data will be used to select agencies to participate in speed-related enforcement through various methods including dedicated high visibility speed enforcement grants to achieve the goals listed above.

Funding will be used for comprehensive speed grants, as well as the purchase of speed measuring devices for law enforcement agencies to use during speed enforcement. Grant awards will be based on problem ID data located in PT-6.

Coordination with the SHSP, in this program area, will be achieved through overlapping speed related countermeasures based on Department of Transportation data for areas with highest incidents of crashes and injuries and fatalities.

The goal of the LEL is to provide a link between the HSO, law enforcement agencies and other safety partners. The LEL provides assistance in organizing enforcement efforts during national mobilizations as well as local campaigns. In addition, the LEL will:

Encourage and assist police agencies with traffic safety efforts through national enforcement campaigns (including holding a Law Enforcement Summit/Traffic Safety Challenge).

Identify existing Regional Traffic Units (RTUs) and encourage local HVE in RTUs by organizing an one-day informational seminar to discuss the benefits of RTU participation.

Provide the resources necessary to support statewide police traffic enforcement training. Available resources will be directed toward police traffic enforcement training (i.e.: Traffic Occupant Protection Strategies, Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), Drug Recognition Expert (DRE) Training, Public Information Officer training, Speed Management, Safe Communities, Work Zone Safety, Below One Hundred, and Data Driven Approaches to Crime and Traffic Safety (DDACTS).

The countermeasures for this program area directly correlate to the problem ID data listed above. Countermeasures are based on proven programs and often selected from NHTSA's *Countermeasures That Wo*rk and sharing of best practices at national safety conferences such as the International Association of Chiefs of Police, Governor's Highway Safety Association and Lifesavers as well as Transportation Safety Institute training courses.

Projected traffic safety impact as a result of countermeasures selected in this area:

- Slowing the increasing number of speed related driving fatalities
- Greater awareness among motorists of law enforcement's efforts to identify and cite speeding drivers

Task 1

Project Title: Police Traffic Services Program Administration

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Edmund M. Hedge

The task will include statewide coordination of program activities, support to other program areas in the HSO including oversight of enforcement components of both local and/or national mobilizations and crackdown periods, law enforcement training, development and facilitation of public information and education projects, and provide status reports and updates on project activity to the

Transportation Principal Safety Program Coordinator and the NHTSA Region 2. Funding will be provided for personnel, employee-related expenses and overtime, professional and outside services, travel, materials, supplies, and other related operating expenses. This project is used to fund a portion of travel and operating expenses for activities and projects outlined in the police traffic services program area.

Funding Source	Project Number	Agency	Title	$ Amount
402-PT	**0198-0707-AA**	**CT-DOT/HSO**	**PTS Administration**	**$100,000**

Task 2
Project Title: Speed and Aggressive Driving Enforcement and Equipment Grants
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Phyllis DiFiore
Countermeasure: 2.2 Aggressive Driving and Speeding High Visibility Enforcement Countermeasures That Work
Indirect Rate: The DESPP project will include indirect costs per federally approved negotiated rate. This amount will be determined upon grant submission

This task provides funding for High Visibility Enforcement and speed equipment specific grants. Speed enforcement will focus on the four predominant contributing factors listed in the PTS problem ID (Table PT-1). This task will address speed related crashes, injuries and fatalities in the urban areas. Law enforcement has identified these respective areas as having higher incidences of speed related crashes. The HSO will consider 10-15 grant submissions from police agencies identifying specific speed related crash data within their jurisdictions, substantiated by enforcement and crash data. The projects in this section are meant to be comprehensive speed grants funded at $20,000 - $60,000 for urban areas and cities that have identified speed as a problem. This project may include the purchase of speed equipment to be used for sustained enforcement in areas where high crashes occur.

Grant participants will be chosen based on the major contributing factors in table PT-6. Additionally, areas with high population, high traffic volumes and roadways with low posted speed limits led to the selection of urban areas and larger cities as the most likely areas where speed enforcement can impact the greatest number of speed related crashes.

Funding Source	Project Number	Agency	Title	$ Amount
405d-ii-3 (M7*SE)	**0198-0740-3-ZZ**	**Municipal Police Agencies**	**Speed and Aggressive Driving**	**$400,000**
405d-ii-3 (M7*SE)	**0198-0740-3-AK**	**DESPP**	**Speed and Aggressive Driving**	**$100,000**

Task 3
Speed HVE Media Buy
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Phyllis DiFiore
Countermeasure: 4.1 Communications and Outreach Supporting Enforcement - Countermeasures That Work
The goal of this project is for a Major City's Speed Enforcement Program media campaign for the Highway Safety Office (HSO). This campaign will increase awareness of the dangers of speeding on Connecticut roads. Running this media campaign in concurrence with the high visibility enforcement activity of our law enforcement partners in our major cities is the most effective way of obtaining results. The media campaign may include cable television, outdoor digital billboards, internet, internet radio, social media, digital banners, gas station, movie theater, print, and malls.

The objectives of this media campaign include creating, developing, and implementing a realistic and effective "speeding" marketing/communications strategy for the HSO. The firm will be responsible for conducting market research on demographics, developing communication materials, and evaluating the awareness campaigns. Provide continued assistance to the HSO during their public information campaigns. Incorporate market research into the development of the HSO's public information and education campaigns in order to more effectively reach the target populations. This media will be purchased both English and Spanish Language.

Funding Source	Project Number	Agency	Title	$ Amount
405e-6 (M8*PM)	**0198-0745-6-AB**	**CT-DOT/HSO**	**HVE Speed Campaign Media Buy**	**$250,000**

Task 4
Regional Pilot for Speed Data Collection and Enforcement
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Edmund M. Hedge
Countermeasure: 2.3 Aggressive Driving and Speeding Other Enforcement Methods - Countermeasures That Work

This task will fund a pilot program for Law Enforcement Regional Council members to collect and analyze real time speed data from State and Local roadways. Data collected from this pilot would address various driver behaviors in which speeding and aggressive driving within the region can be addressed through enforcement activity/campaigns. Law enforcement have requested data collection tools to evaluate the occurrence of speed related incidents that increase at certain times of the year. For example, shoreline communities report an increase in population, as well as unsafe driving behaviors during the summer months. Funding will be provided to purchase four SpeedAlert 24 Message signs including, Traffic suite for reporting and data collection and radar messaging. These speed trailers/data collection tools will be provided to a municipal police department to then share with their counterparts in their regional council. It is anticipated that, as a pilot, this project will provide two trailers in a law enforcement region.

Funding Source	Project Number	Agency	Title	$ Amount
402 PT	0198-0707-AH	Municipal Police Agency	Speed/ Data Enforcement	$75,000

Task 5

Project Title: Connecticut Police Chiefs Associations – Public Information and Education

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Edmund M. Hedge/Aaron Swanson

Countermeasure: 5.0 Prevention, Intervention, Communications and Outreach Countermeasures That Work

Purchase materials for social norming and enforcement efforts such as posters public service announcements and public education materials. Distribution will be provided to all municipal law enforcement agencies to promote traffic safety enforcement programs statewide. This comprehensive initiative will include the development and purchase of public information and education materials in the form of brochures and posters carrying messaging to discourage impaired driving and provide information about related laws and associated risks. Impaired Driving messages and images including "Drive Sober or Get Pulled Over", "Buzzed Driving is Drunk Driving", "Buckle Up Connecticut", "When Speeding Kills it's Never An Accident", "SubtraCT the Distraction" and "Breaking Barriers". Information will be distributed to municipal agencies, libraries, schools, local businesses, tourist locations, bus shelters, and liquor establishments.

"Breaking Barriers" is a unique Connecticut Police Chiefs Association (CPCA) initiative that will create a training program for both driver education programs as well as law enforcement's about each party's expectations during a traffic stop. In turn, this will benefit law enforcement and the motoring public, by learning to work together on how to make a traffic stop experience as positive and as safe as is possible for all parties involved.

The CPCA will work with interested groups as to a strategy to mitigate the issue, identify a brand or logo. Partners will include the DMV, DOT and Driver's Education Programs and will create a curriculum for law enforcement to teach during Driver's Ed Classes or elsewhere

* *Please note this task does not include the purchase of ANY promotional items.*

Funding Source	Project Number	Agency	Title	$ Amount
402-PT	0198-0707-AD	CT. Police Chiefs Assoc.	Safety Media Buy CPCA PI&E	$100,000
402-PT	0198-0707-AG	CT. Police Chiefs Assoc.	Breaking Barriers	$75,000

Task 6

Project Title Regional Traffic Unit Symposium

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Edmund M. Hedge

Countermeasure: Identification and Coordination of Regional Traffic Units is intended to make use limited resources (monetary, equipment and manpower) to increase traffic safety enforcement among law enforcement agencies who might not otherwise participate in HVE activity

The task will include statewide identification and coordination of the Regional Traffic Units. A regional traffic unit symposium will be held to allow for participating agencies to share information relating to the latest traffic safety priorities, including the latest recognition of Tribal Police Departments as organized law enforcement agencies with full arrest powers. The Symposium will also serve as a forum to discuss major issues including but not limited to status of existing laws, impaired driving, safety belt use, distracted driving, training, earned media, and the importance of crash data submission and collection. The symposium will include a paid speaker and applicable pre-approved travel expenses and will specialize in the latest traffic safety and multi-agency enforcement strategies, as part of a working lunch.

Funding Source	Project Number	Agency	Title	$ Amount
402-PT	0198-0707-AC	CT-DOT/HSO	Regional Traffic Unit Symposium	$50,000

Task 7

Project Title 1906 Racial Profiling

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Aaron Swanson

Countermeasure: Expenditure of Federal 1906 Funds in accordance with requirements listed in the Federal Register under the FAST ACT

Indirect Rate: This project will include indirect costs per federally approved negotiated rate. This amount will be determined upon grant submission

Problem Identification:

Since May of 2012, the Institute for Municipal and Regional Policy at Central Connecticut State University has been developed and implemented the Connecticut Racial Profiling Prohibition Project. The project, – with guidance from several national experts on racial profiling – developed a new standardized method to efficiently and effectively collect racial profiling data from traffic stops. The project also worked to develop a system that will inform government officials, the public at large and police agencies of the information that is availed through the data collection process.

Although Connecticut has come a long way in the development of an electronic data collection system and analytical system, there is still much to improve. Below is an outline of the next phase of the

project and our major goals.

Goals/Objectives:

- Collect, maintain and provide public access to traffic stop data
- Evaluate the results of such data; and develop and implement programs to reduce the occurrence of racial profiling, including programs to train law enforcement officers.

1. Enhance our current analytical system to look at other factors that may impact racial and ethnic disparities in traffic stops. Those other factors might include better understanding driver behavior, special police campaigns (distracted driving, click-it or ticket, etc.), crime, or accident rates across racial and ethnic groups.
2. Continue to work with national experts and the academic community to develop additional analytical tools to better understand how to best identify racial and ethnic disparities in traffic stops.
3. Develop an early warning system for law enforcement administrators that will analyze data on a monthly basis to understand traffic stop patterns. An early warning system could allow law enforcement administrators to analyze individual officer data and department trends prior to an annual report being published.
4. Work with the Connecticut Criminal Justice Information System and records management system vendors to expand the current data collection system to capture additional fields such as latitude and longitude of traffic stops and additional information on stop outcome.
5. Work with the state Judicial Branch, Centralized Infraction Bureau to increase the number of departments utilizing the electronic citation/warning system. This includes modifying the system to capture all racial profiling information and transmit the data to the state database to eliminate duplicate data entry. Also, connect the Centralized Infraction Bureau database to capture additional information such as the speed of the driver and fine information for analytical purposes.
6. Improve the on-line data portal for public consumption of the traffic stop data to include additional analytical tools. Currently, the site is capable of summarizing traffic stop data and allowing users to download raw traffic stop information. Enhancements can be made to allow users to analyze traffic stops for a selected period of time using any of the benchmarks developed by researchers.
7. Publish annual analysis of additional traffic stop information collected. In addition, conduct an in-depth analysis on any department that is identified as having statistically significant racial and ethnic disparities in traffic stops. The in-depth analysis may include mapping traffic stops

and analyzing information by neighborhood. It may also include incorporating localized crime and accident data into the analysis along with any other locally relevant factors.

Funding Source	Project Number	Agency	Title	$ Amount
1906-K10	**0198-0725-AA**	**Central Connecticut State University**	**Racial Profiling Prohibition Project**	**$700,000**

The dollar amounts for each task are included for the purpose of planning only. They do not represent an approval of any specific activities and/or funding levels. Before any project is approved for funding, an evaluation of each activity is required. This evaluation will include a review of problem identification, performance goals, availability of funding and overall priority level.

Distracted Driving (DD)

Distracted Driving (DD)

Problem Identification

To date, identifying the role distracted driving has played in fatality and injury crashes has been a challenge in Connecticut, due to the way crash data is collected and the nature of law enforcement's ability to determine the role of distraction as crash causation. This is especially true for the role mobile electronic devices play in causing crashes. Often, data on crashes caused by drivers distracted by a mobile phone can only be collected in very serious crashes with injuries and fatalities or where witness testimony exists. For this reason, the crash data available underreport the number of crashes caused by distracted drivers. Generally, seven percent of all crashes, four percent of fatal crashes and nine percent of injury crashes are attributed to some form of driver distraction in the State of Connecticut.

In order to effectively allocate 405(e) funds to multiple areas including enforcement mobilizations, the HSO chose to use an index of a combination of factors to best identify where the largest volumes of crashes, non-interstate roadway use, and population centers intersect. The goal of which is to target suspected locations where distraction as a result of hand held mobile phone use by drivers leads to crashes; and to identify areas where enforcement of Connecticut's hand held mobile phone for drivers can be effective.

The following index combines the following data, weighted and ranked to determine areas where traffic volumes are highest, and the most crashes occur by town:

- Fatal and injury crashes 2011-2015
- Daily Vehicle Miles Traveled (DVMT) (2015)
- Population (2015)
- Crash rate per DVMT
- Crash Rate per population

Table DD-1. Crash Rank by Town/Population/Non-Interstate Roadway Data

Town Name	County	2011-2015 (N)	dvmt	2015 Population	Rate/DVMT	Rate/Pop	Rank N	Rank DVMT	Rank Pop	Avg Rank	Overall Ra	2014 Rank
DANBURY	Fairfield	4614	998677	84146	46.2	548.3	5	3	9	5.7	1	1
NEW HAVEN	New Haven	5864	1050166	135175	55.8	433.8	1	1	19	7.0	2	2
WESTPORT	Fairfield	2080	626367	26271	33.2	791.7	12	10	2	8.0	3	4
HARTFORD	Hartford	5371	1001998	125999	53.6	426.3	2	2	22	8.7	4	3
NORWALK	Fairfield	4147	1144048	87329	36.2	474.9	6	8	16	10.0	5	4
BRISTOL	Hartford	2759	679152	60807	40.6	453.7	8	6	17	10.3	6	6
FARMINGTON	Hartford	1977	681533	26092	29.0	757.7	15	15	3	11.0	7	6
STAMFORD	Fairfield	4676	1277372	126810	36.6	368.7	4	7	31	14.0	8	8
ORANGE	New Haven	1614	639561	14242	25.2	1133.3	19	23	1	14.3	9	9
STRATFORD	Fairfield	2140	714827	52338	29.9	408.9	11	12	25	16.0	10	13
BRIDGEPORT	Fairfield	4884	1177987	147710	41.5	330.6	3	5	41	16.3	11	11
NEWINGTON	Hartford	1567	590431	31487	26.5	497.7	22	20	11	17.7	12	10
BLOOMFIELD	Hartford	1223	476086	20846	25.7	586.7	29	21	7	19.0	13	15
HAMDEN	New Haven	2352	871573	63231	27.0	372.0	9	18	30	19.0	13	15
TRUMBULL	Fairfield	2290	1195013	36207	19.2	632.5	10	44	6	20.0	15	14
MANCHESTER	Hartford	2037	662882	60815	30.7	335.0	13	11	37	20.3	16	17
WATERBURY	New Haven	3674	1250020	112736	29.4	325.9	7	13	43	21.0	17	12
EAST HARTFORD	Hartford	2022	821383	52305	24.6	386.6	14	25	28	22.3	18	18
NORTH HAVEN	New Haven	1387	672502	24579	20.6	564.3	24	36	8	22.7	19	29
DERBY	New Haven	843	331979	13239	25.4	636.8	45	22	5	24.0	20	20
WILTON	Fairfield	973	399740	17914	24.3	543.2	37	26	10	24.3	21	21
BERLIN	Hartford	1332	672714	20531	19.8	648.8	28	42	4	24.7	22	23
WEST HAVEN	New Haven	1609	374610	56172	43.0	286.4	20	4	52	25.3	23	19
MONROE	Fairfield	862	345783	19300	24.9	446.6	41	24	18	27.7	24	27
PLAINVILLE	Hartford	865	406429	18145	21.3	476.7	40	32	14	28.7	25	25
NORWICH	New London	1357	503473	42810	27.0	317.0	26	19	45	30.0	26	22
WETHERSFIELD	Hartford	1073	480667	27051	22.3	396.7	33	30	27	30.0	26	24
NEW LONDON	New London	853	254093	25729	33.6	331.5	42	9	40	30.3	28	28
VERNON	Tolland	961	342300	29916	28.1	321.2	39	16	44	33.0	29	168
WALLINGFORD	New Haven	1616	887832	46033	18.2	351.1	18	47	35	33.3	30	36
BROOKFIELD	Fairfield	792	396292	16635	20.0	476.1	49	41	15	35.0	31	30
GREENWICH	Fairfield	1860	1011042	60471	18.4	307.6	16	46	47	36.3	32	32
MERIDEN	New Haven	1587	662724	62067	23.9	255.7	21	28	60	36.3	32	39
WATERFORD	New London	817	406382	19543	20.1	418.1	47	39	23	36.3	32	31
SOUTHINGTON	Hartford	1194	513985	44295	23.2	269.6	30	29	54	37.7	35	32
FAIRFIELD	Fairfield	1785	992017	59254	18.0	301.2	17	49	48	38.0	36	53
NEW CANAAN	Fairfield	853	490808	19695	17.4	433.1	42	52	20	38.0	36	43
BRANFORD	New Haven	806	289923	27764	27.8	290.3	48	17	50	38.3	38	35
SHELTON	Fairfield	1373	897634	39981	15.3	343.4	25	60	36	40.3	39	41
EAST WINDSOR	Hartford	474	228912	11879	20.7	399.0	62	34	26	40.7	40	37
WEST HARTFORD	Hartford	1519	718675	63261	21.1	240.1	23	33	67	41.0	41	34
GLASTONBURY	Hartford	1337	976430	35278	13.7	379.0	27	68	29	41.3	42	42
RIDGEFIELD	Fairfield	819	408311	24621	20.1	332.6	46	40	39	41.7	43	48
GROTON	New London	1004	461987	39179	21.7	256.3	36	31	59	42.0	44	40
EAST HAVEN	New Haven	743	255383	29696	29.1	250.2	51	14	65	43.3	45	38
BETHEL	Fairfield	540	224853	18630	24.0	289.9	60	27	51	46.0	46	46
TORRINGTON	Litchfield	967	540495	36936	17.9	261.8	38	50	55	47.7	47	47
AVON	Hartford	621	343182	18904	18.1	328.5	55	48	42	48.3	48	49
ENFIELD	Hartford	1043	534246	43570	19.5	239.4	35	43	68	48.7	49	44
WINDHAM	Windham	661	323039	25610	20.5	258.1	52	37	57	48.7	49	149
NEW MILFORD	Litchfield	844	525664	28231	16.1	299.0	44	57	49	50.0	51	52
CHESHIRE	New Haven	760	406496	29275	18.7	259.6	50	45	56	50.3	52	51
CANTON	Hartford	384	219950	10846	17.5	354.0	68	51	34	51.0	53	49
CROMWELL	Middlesex	620	516501	14470	12.0	428.5	56	80	21	52.3	54	54
OLD SAYBROOK	Middlesex	361	214061	9993	16.9	361.3	71	54	33	52.7	55	55
PLYMOUTH	Litchfield	320	154647	12550	20.7	255.0	74	35	61	56.7	56	59
MILFORD	New Haven	1086	771138	53062	14.1	204.7	32	66	80	59.3	57	63
MIDDLEBURY	New Haven	268	175351	8049	15.3	333.0	80	61	38	59.7	58	56
ROCKY HILL	Hartford	435	215463	20556	20.2	211.6	64	38	78	60.0	59	60

Table DD-1. Crash Rank by Town/Population/Non-Interstate Roadway Data continued…

Town Name	County	2011-2015 (N)	dvmt	2015 Population	Rate/DVMT	Rate/Pop	Rank N	Rank DVMT	Rank Pop	Avg Rank	Overall Ra	2014 Rank
MIDDLETOWN	Middlesex	1049	802200	49482	13.1	212.0	34	71	77	60.7	60	70
STONINGTON	New London	474	298972	18680	15.9	253.7	62	58	63	61.0	61	57
WOODBRIDGE	New Haven	367	387409	8906	9.5	412.1	70	90	24	61.3	62	65
PRESTON	New London	234	239025	4739	9.8	493.8	86	88	13	62.3	63	62
MANSFIELD	Tolland	622	433720	26967	14.3	230.7	54	65	71	63.3	64	64
NEW BRITAIN	Hartford	1155	789419	74554	14.6	154.9	31	64	100	65.0	65	61
SOUTH WINDSOR	Hartford	581	420813	26089	13.8	222.7	57	67	73	65.7	66	69
DARIEN	Fairfield	435	270312	20732	16.1	209.8	64	56	79	66.3	67	76
NAUGATUCK	New Haven	635	428937	32438	14.8	195.8	53	62	85	66.7	68	57
PROSPECT	New Haven	244	148905	9659	16.4	252.6	82	55	64	67.0	69	81
WATERTOWN	Litchfield	559	460188	22863	12.1	244.5	59	79	66	68.0	70	66
SOUTHBURY	New Haven	399	260374	20277	15.3	196.8	67	59	83	69.7	71	79
NORTH BRANFORD	New Haven	345	258893	14469	13.3	238.4	73	69	69	70.3	72	72
SIMSBURY	Hartford	507	409972	23343	12.4	217.2	61	77	74	70.7	73	72
SEYMOUR	New Haven	433	411665	17014	10.5	254.5	66	85	62	71.0	74	67
EAST GRANBY	Hartford	191	188517	5270	10.1	362.4	95	87	32	71.3	75	78
DURHAM	Middlesex	207	166833	7623	12.4	271.5	92	75	53	73.3	76	75
CLINTON	Middlesex	244	142821	13125	17.1	185.9	82	53	88	74.3	77	68
WINCHESTER	Litchfield	245	187969	11503	13.0	213.0	81	72	76	76.3	78	80
WINDSOR	Hartford	568	594950	29455	9.5	192.8	58	89	86	77.7	79	72
WOLCOTT	New Haven	302	204550	17287	14.8	174.7	76	63	94	77.7	79	76
FRANKLIN	New London	97	133876	1964	7.2	493.9	119	105	12	78.7	81	83
PORTLAND	Middlesex	225	181849	9815	12.4	229.2	88	76	72	78.7	81	71
NORTH STONINGTON	New London	166	207784	5328	8.0	311.6	99	97	46	80.7	83	85
MONTVILLE	New London	369	327652	21824	11.3	169.1	69	84	95	82.7	84	82
GUILFORD	New Haven	349	285515	22481	12.2	155.2	72	78	99	83.0	85	88
WINDSOR LOCKS	Hartford	232	180623	12781	12.8	181.5	87	73	90	83.3	86	87
EAST LYME	New London	287	215624	19162	13.3	149.8	78	70	103	83.7	87	84
ANSONIA	New Haven	276	215969	19714	12.8	140.0	79	74	108	87.0	88	89
KILLINGLY	Windham	298	323082	17738	9.2	168.0	77	92	97	88.7	89	161
TOLLAND	Tolland	242	211702	15682	11.4	154.3	84	82	101	89.0	90	93
WESTBROOK	Middlesex	141	118901	7187	11.9	196.2	104	81	84	89.7	91	90
PUTNAM	Windham	177	156048	9935	11.3	178.2	97	83	92	90.7	92	132
ANDOVER	Tolland	86	108378	3354	7.9	256.4	121	98	58	92.3	93	106
THOMASTON	Litchfield	163	211217	8030	7.7	203.0	100	100	81	93.7	94	92
EAST HAMPTON	Middlesex	194	185328	12740	10.5	152.3	94	86	102	94.0	95	94
LEDYARD	New London	216	229541	15016	9.4	143.8	90	91	104	95.0	96	96
BOLTON	Tolland	115	172454	4953	6.7	232.2	110	108	70	96.0	97	97
LITCHFIELD	Litchfield	182	323447	8465	5.6	215.0	96	120	75	97.0	98	95
OXFORD	New Haven	198	216039	13791	9.2	143.6	93	93	105	97.0	98	97
MADISON	New Haven	236	286984	18133	8.2	130.1	85	95	114	98.0	100	100
SUFFIELD	Hartford	214	259103	15768	8.3	135.7	91	94	109	98.0	100	97
COLUMBIA	Tolland	113	157848	5665	7.2	199.5	112	107	82	100.3	102	103
GRANBY	Hartford	162	205493	11534	7.9	140.5	101	99	107	102.3	103	102
WOODBURY	Litchfield	146	190885	10234	7.6	142.7	102	102	106	103.3	104	101
NEWTOWN	Fairfield	317	518128	28105	6.1	112.8	75	115	125	105.0	105	131
BROOKLYN	Windham	115	149423	8671	7.7	132.6	110	101	112	107.7	106	135
NEW HARTFORD	Litchfield	117	203055	7294	5.8	160.4	107	118	98	107.7	106	104
MIDDLEFIELD	Middlesex	86	149654	4477	5.7	192.1	121	119	87	109.0	108	105
COLCHESTER	New London	218	529181	16543	4.1	131.8	89	131	113	111.0	109	108
ELLINGTON	Tolland	174	241223	16878	7.2	103.1	98	106	129	111.0	109	109
COVENTRY	Tolland	146	230226	12780	6.3	114.2	102	112	122	112.0	111	110
SALEM	New London	78	145286	4244	5.4	183.8	125	122	89	112.0	111	118
NEW FAIRFIELD	Fairfield	124	153951	13620	8.1	91.0	106	96	135	112.3	113	114
BURLINGTON	Hartford	117	190682	9618	6.1	121.6	107	114	118	113.0	114	119
SOMERS	Tolland	112	151472	10774	7.4	104.0	113	104	128	115.0	115	113
BARKHAMSTED	Litchfield	69	132241	3881	5.2	177.8	129	124	93	115.3	116	116
GRISWOLD	New London	116	156415	12584	7.4	92.2	109	103	134	115.3	116	111
CHAPLIN	Windham	41	73453	2293	5.6	178.8	136	121	91	116.0	118	146
BETHANY	New Haven	77	122904	5761	6.3	133.7	126	113	110	116.3	119	128

Table DD-1. Crash Rank by Town/Population/Non-Interstate Roadway Data continued…

Town Name	County	2011-2015 (N)	dvmt	2015 Population	Rate/DVMT	Rate/Pop	Rank N	Rank DVMT	Rank Pop	Avg Rank	Overall Ra	2014 Rank
MARLBOROUGH	Hartford	111	354421	6580	3.1	168.7	114	140	96	116.7	120	114
EASTON	Fairfield	99	191859	7411	5.2	133.6	117	125	111	117.7	121	120
REDDING	Fairfield	105	179093	9196	5.9	114.2	115	117	123	118.3	122	121
LISBON	New Londor	55	83620	4435	6.6	124.0	132	109	115	118.7	123	122
WESTON	Fairfield	99	152851	10173	6.5	97.3	117	110	131	119.3	124	122
PLAINFIELD	Windham	127	208706	15759	6.1	80.6	105	116	140	120.3	125	90
OLD LYME	New Londor	71	110746	7576	6.4	93.7	127	111	132	123.3	126	127
ESSEX	Middlesex	79	171393	6644	4.6	118.9	124	129	119	124.0	127	125
NORTH CANAAN	Litchfield	41	76377	3330	5.4	123.1	136	123	116	125.0	128	129
HADDAM	Middlesex	103	362381	8784	2.8	117.3	116	142	120	126.0	129	124
HARWINTON	Litchfield	70	219159	5742	3.2	121.9	128	139	117	128.0	130	139
STAFFORD	Tolland	97	194912	12381	5.0	78.3	119	126	141	128.7	131	126
HEBRON	Tolland	81	185676	9979	4.4	81.2	123	130	139	130.7	132	134
SALISBURY	Litchfield	41	109011	3619	3.8	113.3	136	134	124	131.3	133	136
DEEP RIVER	Middlesex	50	135006	4581	3.7	109.1	133	135	127	131.7	134	132
KILLINGWORTH	Middlesex	60	123883	6608	4.8	90.8	130	128	137	131.7	134	138
VOLUNTOWN	New Londor	29	58353	2590	5.0	112.0	144	127	126	132.3	136	130
POMFRET	Windham	46	136169	4473	3.4	102.8	134	136	130	133.3	137	107
ASHFORD	Windham	41	105526	4413	3.9	92.9	136	132	133	133.7	138	141
NORFOLK	Litchfield	20	62518	1711	3.2	116.9	148	138	121	135.7	139	136
BEACON FALLS	New Haven	58	246831	6376	2.3	91.0	131	148	136	138.3	140	140
WILLINGTON	Tolland	44	131367	6245	3.3	70.5	135	137	145	139.0	141	26
WASHINGTON	Litchfield	32	124838	3535	2.6	90.5	143	144	138	141.7	142	146
SHERMAN	Fairfield	23	60745	3431	3.8	67.0	146	133	147	142.0	143	148
THOMPSON	Windham	39	128529	9733	3.0	40.1	140	141	157	146.0	144	165
WOODSTOCK	Windham	37	138946	8324	2.7	44.4	141	143	154	146.0	144	44
SHARON	Litchfield	20	94143	2676	2.1	74.7	148	151	142	147.0	146	143
EAST HADDAM	Middlesex	37	149983	9341	2.5	39.6	141	146	158	148.3	147	151
EASTFORD	Windham	13	58618	1822	2.2	71.4	154	150	144	149.3	148	116
GOSHEN	Litchfield	19	89872	3095	2.1	61.4	150	152	148	150.0	149	154
KENT	Litchfield	18	77794	3008	2.3	59.8	152	149	150	150.3	150	143
CANTERBURY	Windham	21	86578	5332	2.4	39.4	147	147	159	151.0	151	112
CORNWALL	Litchfield	10	64096	1384	1.6	72.3	156	157	143	152.0	152	153
BRIDGEWATER	Litchfield	10	49321	1663	2.0	60.1	156	153	149	152.7	153	154
BOZRAH	New Londor	19	146399	2772	1.3	68.5	150	163	146	153.0	154	150
ROXBURY	Litchfield	12	66346	2297	1.8	52.2	155	154	152	153.7	155	151
SPRAGUE	New Londor	9	35954	3016	2.5	29.8	159	145	161	155.0	156	157
LEBANON	New Londor	27	194561	7476	1.4	36.1	145	161	160	155.3	157	156
MORRIS	Litchfield	10	63829	2435	1.6	41.1	156	156	155	155.7	158	159
CANAAN	Litchfield	7	48568	1233	1.4	56.8	160	159	151	156.7	159	164
CHESTER	Middlesex	18	154165	3996	1.2	45.0	152	166	153	157.0	160	158
COLEBROOK	Litchfield	6	46820	1480	1.3	40.5	161	164	156	160.3	161	160
HARTLAND	Hartford	5	27894	2104	1.8	23.8	165	155	164	161.3	162	167
SCOTLAND	Windham	5	33862	1783	1.5	28.0	165	158	162	161.7	163	86
LYME	New Londor	6	42937	2556	1.4	23.5	161	160	165	162.0	164	166
STERLING	Windham	6	45990	4168	1.3	14.4	161	162	167	163.3	165	161
BETHLEHEM	Litchfield	6	48101	3678	1.2	16.3	161	165	166	164.0	166	163
HAMPTON	Windham	5	67632	1889	0.7	26.5	165	167	163	165.0	167	145
UNION		0	33809	912	0.0	0.0	168	168	168	168.0	168	142

This data set, among additional factors (past HVE grant performance and participation, ability to meet section 405 match requirements, ability to develop and report on earned media campaigns, maintenance of current FARS reporting) will be used to prioritize municipal police departments chosen to work grant funded HVE campaigns. The HSO will also make consideration for departments who provide creative project concepts and evidence that identifies distracted driving crashes related to hand held mobile use that may not have been identified in the current problem identification index.

The Connecticut State Police will be given a separate project to conduct HVE distracted driving enforcement on both interstates and local roads.

Per the Connecticut Department of Motor Vehicles the following are two examples of Distracted Driving questions found on driver licensing examinations:

If you see a distracted driver, you should give that distracted driver plenty of room and maintain a safe following distance of:
1 - 2 seconds.
2 - 3 seconds.
3 - 4 seconds.

A driver distraction is:
Anything that causes evasive action while driving.
Anything that takes your attention away from driving.
Anything that causes you to pay more attention to driving.

Performance Measures

Although there will be a limited observation component, coupled with the 2017 distracted driving HVE campaign, this measure will still be under development during the time of the writing of this planning document. It is anticipated observation data will be tested and used during the 2018 Federal Fiscal Year as a performance measure. As such this program area will rely on activity measures as performance goals during the early stages of this project. The main activity measure will be as follows:

Agencies participating in HVE distracted driving enforcement in 2017: 51

Performance Goals

To maintain or increase the number of police agencies participating in HVE distracted driving enforcement from 51 in 2017 to 60 in 2018.

The lack of useful crash data in the area of distracted driving has made the selection of a goal measuring the impacts on distraction-related crashes difficult at this time. The chosen goal is meant to monitor ongoing enforcement mobilization in order to use the HVE model to impact distracted driving.

Performance Objectives

To decrease fatalities and injuries as a result of crashes caused by driver distraction, especially those caused by hand held mobile phone use by:

- Increasing enforcement, especially HVE of Connecticut's hand held mobile phone ban for drivers
    - Number of Citations written during grant funded overtime for hand-held mobile phone use will be used as a tracking measure for this objective

- Increased education of the driving public of the dangers of distracted driving through media campaigns, public awareness campaigns, grassroots outreach and public information campaigns and educational programs

Planned Countermeasures

There will be three distinct countermeasures for this program area as follows:

- HVE:

  An HVE campaign to coincide with NHTSA's April "Distracted Driving month". This enforcement mobilization will pair an enforcement mobilization with a media campaign using the NHTSA slogan "U Drive. U Text. U Pay."

  Countermeasure: HVE enforcement will follow guidelines tested and developed during Connecticut's two pilot research programs "Phone in One Hand. Ticket In the Other"

  Enforcement mobilization:
  Both State and municipal police will be selected to participate in grant funded overtime enforcement of Connecticut's hand held mobile phone ban for drivers. Municipal Police departments will be selected based on the distracted driving crash/roadway data index, located in the Problem ID section of this area (table DD-1). For federal fiscal year 2018 there will up to 60 agencies selected to participate in this enforcement mobilization.

  The following enforcement parameters will be required of participating municipal law enforcement agencies:
    - Spotter-type enforcement strategy – Unless other enforcement strategies are described in HS-1 in detail to plan enforcement schedules and strategies. This must be pre-approved in HS-1 grant application
    - Enforcement Schedule
        - Daytime Enforcement – Daytime enforcement changes with seasonal patterns. Enforcement must take place during daylight hours
        - 7 days per week eligible

- Minimum of 4 hours shifts/Maximum 8 hour shifts
- Must include at least 1 AM/PM peak drive time (7am-10am/3pm-5pm seasonal) on weekdays. If possible the HSO would encourage both the AM/PM peak drive times as enforcement times but agencies must enforce during at least 1.

- Enforcement Locations
  - Limited Access Highways prohibited except for CSP
  - Enforcement areas should include intersections and other areas where traffic naturally slows. Enforcement locations should be included in grant applications with narrative for rationale as to why locations were chosen (*note – CT statute makes manipulating a hand held mobile device at a traffic sign or signal a violation)
- Enforcement Schedule
  - April, 2018/August 2018
- Personnel
  - Minimum of 2 Officers/Maximum of 8
  - Provide justification for requested personnel based on enforcement plan

- Training
  - Participating Agencies must participate in training programs sponsored by the HSO
  - Anticipated training activities are to include the following
    - Enforcement strategies piloted by other Connecticut Law Enforcement Agencies
    - Earned media training
    - Grant application and reporting training

- Project reporting
  - Hours worked
  - Citation data
  - Activity Report Summary - Narrative

The following enforcement parameters will be required of participating Connecticut State Police Unit(s)/Troops:

These enforcement parameters will mirror those for municipal departments but will not be restricted from interstates. CSP will be encouraged to use innovative enforcement strategies on interstate roadways as there has not been comprehensive HVE on this roadway type.

Countermeasure: HVE media messaging will follow guidelines tested and developed during Connecticut's two pilot research programs "Phone in One Hand. Ticket In the Other"

Media Component:
The HSO will work through a media contractor to purchase ad space across multiple media platforms to compliment the National NHTSA media buy "U Drive. U Text. U Pay". This advertising will be purchased to run during the month of April, designated by NHTSA as "Distracted Driving Awareness Month".

Observation Component:
The HSO may choose to fund observation research to test the effectiveness of HVE campaigns. The observation will follow designs tested during NHTSA run research projects and seatbelt observations.

- Public outreach and education campaigns:

  The HSO will work with its media contractor to develop multiple products to be used throughout the year to provide educational "social norming" messaging to raise motorist awareness of the dangers of distracted driving. These products will include the development of the following:

  - Connecticut specific social norming messaging campaign to be used across various media platforms as well as in venue advertising as used in other programs (i.e. Buckle up Connecticut etc.)

  - A Public Service Announcement (PSA) to educate motorists about Connecticut's hand held mobile phone ban. A service directly requested from both state and local law enforcement. Connecticut motorists have been encouraged to pull over in "safe place" to use their mobile phones but often the average person's definition of a "safe place" is different from what law enforcement know to be a legally "safe place". This PSA will discuss this topic

- Educational programming for High Schools and younger drivers:

  The HSO will continue to work with the "Save A Life Tour" to bring this educational programming about the dangers of mobile phone use and distracted driving to high schools and younger drivers across the state.

Projected traffic safety impact as a result of countermeasures selected in this area:

- Slowing the increasing number of distracted driving crashes
- Greater awareness among motorists of law enforcement's efforts to identify and cite distracted drivers

Task 1
Project Title: HVE Distracted Driving - Enforcement
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Aaron Swanson
Countermeasure: High Visibility Cell phone/text messaging enforcement 4.1 *Countermeasures That Work*

This task provides funding for HVE distracted driving enforcement by up to 60 municipal law enforcement agencies. In each of the past two years, about 50 agencies participated in HVE as part of this project. This evidence based enforcement program uses data sourced from table DD-1 to prioritize funding levels based on various types of crash data based on crash type, severity, population and roadway data. The primary goal of this task is to support NHTSA's national "U Drive. U Text. U Pay" mobilization in April, 2018, and a second, two-week campaign in August 2018. Participating agencies will be able to choose dates throughout the month of April and during two weeks of August to carry out HVE enforcement targeting drivers who use mobile phones behind the wheel.

Funding Source	Project Number	Agency	Title	$ Amount
405e-2 (M8DDLE)	**0198-0745-2-ZZ**	**Municipal Police Agencies**	**Distracted Driving Enforcement**	**$2,000,000**

Task 2
Project Title: HVE Distracted Driving – Enforcement - CSP/DESPP
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Aaron Swanson
Countermeasure: High Visibility Cell phone/text messaging enforcement 4.1 *Countermeasures That Work*
Indirect Rate: This project will include indirect costs per federally approved negotiated rate. This amount will be determined upon grant submission

This task provides funding for HVE distracted driving enforcement by Connecticut State Police. This evidence based enforcement program uses data sourced from table DD-1 to prioritize funding levels based on various types of crash data based on crash type, severity, population and roadway data. The primary goal of this task is to support NHTSA's national "U Drive. U Text. U Pay" mobilization(s) in April and August, 2018. CSP choose dates throughout the month of April and two weeks in August to carry out HVE enforcement targeting drivers who use mobile phones behind the wheel.

Funding Source	Project Number	Agency	Title	$ Amount
405e-2 (M8DDLE)	0198-0745-2-DW	DESPP	Distracted Driving Enforcement	$100,000

Task 3
Project Title: HVE Distracted Driving – Media Buy
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Aaron Swanson
Countermeasure: Countermeasure: High Visibility Cell phone/text messaging enforcement 4.2 *Countermeasures That Work*

The goal of this task is to reduce injuries and fatalities related to distracted driving crashes through paid media campaigns in both English and Spanish language. This effort will be comprised of two major components:

The first component of this task will directly support NHTSA's national "U Drive. U Text. U Pay." Mobilization during the month of April, 2018. Paid media purchases will be made in support of/to supplement the national media buy using the same demographic information contained in NHTSA's 2018 media plan. Media buys will include but not be limited to TV, radio, internet, social, and outdoor advertising. Media effectiveness will be tracked and measured through required evaluation reports from media agencies and attitude and awareness surveys conducted at local DMV's. Measures used to assess message recognition include Gross Rating Points, total Reach and total Frequency for both the entire campaign as well as the target audience.

The second component of this task will include year round placement of a social norming media campaign warning drivers about the dangers of distracted driving – especially related to mobile phone use – year round. The messaging for this campaign is currently under development during the writing of this document. Media buys will include but not be limited to TV, radio, internet, social, and outdoor advertising. Media effectiveness will be tracked and measured through required evaluation reports from media agencies and attitude and awareness surveys conducted at local DMV's. Measures used to assess message recognition include Gross Rating Points, total Reach and total Frequency for both the entire campaign as well as the target audience.

HVE Media Support: April - August $500,000
Social Norming Year-round campaign $300,000
Creation of new content for HVE and social norming $200,000

Funding Source	Project Number	Agency	Title	$ Amount
405e-6 (M8*PM)	0198-0745-6-DX	CT-DOT/HSO	Distracted Driving Media Buy	$1,000,000

Task 4

Project Title: Public Outreach and Education Campaigns

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Aaron Swanson

Countermeasure: Countermeasure: High Visibility Cell phone/text messaging enforcement 1.3 *Countermeasures That Work*

The goal of this task will be to educate Connecticut motorists about the dangers of distracted driving – especially related to mobile phone use – year round. This will be accomplished through outreach and advertising at the concert and sporting venues utilized by the HSO in other program area marketing campaigns. These will include but not be limited to the following: Dunkin Donuts Park, Hartford XL Center, Bridgeport's Harbor Yard, Rentschler Field, Dodd Stadium, Live Nation theatres, Ives Center, Lime Rock Park, Stafford Motor Speedway and the Thompson International Speedway.

This task will also fund the purchase of citation holders in support of HVE mobilizations. These public education brochures are given to motorists who receive a citation during HVE enforcement periods. The citation holders contain information about Connecticut's distracted driving and mobile phone laws.

Funding Source	Project Number	Agency	Title	$ Amount
405e-1 (M8PE)	**0198-0745-1-DY**	**CT-DOT/HSO**	**Distracted Driving Messaging at Outreach venues**	**$100,000**

Funding Source	Project Number	Agency	Title	$ Amount
405e-1 (M8PE)	**0198-0745-1-DZ**	**CT-DOT/HSO**	**Distracted Driving Citation Holders**	**$20,000**

Task 5

Project Title: Distracted Driving Education Programming and Younger Driver Education

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Michael Whaley

Countermeasure: High Visibility Cell phone/text messaging enforcement 1.3 *Countermeasures That Work*

The HSO will continue to partner with Kramer International's 'Save a Life Tour' to build on the success of the Connecticut high school distracted driving program developed over the past several years. The HSO has continued to work with 'Save a Life Tour' staff to implement an expansive and structured program that visited 30 high schools during the 2013-2014 school year. Because of the overwhelmingly positive response, the HSO made the commitment to bring the program to 60 high schools in the 2014-2015, 2015-2016 and 2016-2017 school years. Schools continue to request this program to educate their students as they are all either new drivers or on the path to become new drivers. To date this program has been featured over 200 times at high schools in Connecticut and continues to garner earned media attention at several schools throughout the year. It is the

continued goal of the HSO to bring this program to each Connecticut high school over the next several years to meet the demand from educators. The HSO is building in the capability to have the program at up to four special events during the length of the contract based on requests from partners to showcase the program at safety conferences or other related safe driving shows. Kramer International continues to use tablets so students can take the behavioral survey during the simulator portion of the program and the results are immediately captured.

The HSO continues to work with AT&T to feature their highly acclaimed distracted driving documentary, 'From One Second to the Next', which will continue to be shown at these programs due to the positive reviews from students and school administrators. Following the video, a 'Save a Life Tour' employee addresses the crowd with additional important distracted driving related statistics, and stresses that these incidents are preventable. Students are dismissed and later return in smaller groups for the hands-on portion of the program, which consists of two distracted driving simulators.

Funding Source	Project Number	Agency	Title	$ Amount
405e-5 (M8*TSP)	**0198-0745-5-EA**	**CT-DOT/HSO**	**Save a Life Tour**	**$200,000**

Task 6
Project Title: Support for HVE Campaigns
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Aaron Swanson
Countermeasure: Signage to Support HVE

This task will provide funding to purchase and distribute road signs and stands to be used during High Visibility Enforcement (HVE) campaigns. Signage supports HVE by signaling to motorists what behaviors increased patrols are focusing on. Signs will be purchased by the HSO and distributed to law enforcement agencies participating in HVE. Signs will have interchangeable messaging for distracted driving, seat belt and DUI enforcement. The HSO plans to purchase approximately 200-300 signs to distribute to approximately 90 municipal law enforcement agencies to enhance enforcement projects previously described within the HSP.

Funding Source	Project Number	Agency	Title	$ Amount
405e-7 (M8TS)	**0198-0745-7-EN**	**CT-DOT/HSO**	**HVE Signage**	**$300,000**

Task 7
Project Title: Data Analysis & Surveys
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Aaron Swanson
Countermeasure: Short term, High Visibility Belt Law Enforcement Countermeasures That Work 2.1 (Observation surveys)

The goal of this project is to provide data to the Highway Safety Office to increase the statewide

seat belt usage rate. This project will provide funding for annual evaluation and support for the Occupant Protection Program. The project will include the statewide annual seat belt use observations, as well as data evaluation and support for annual planning documents. This project will also include NHTSA core performance measure mandated attitude and awareness surveys and analysis. NHTSA approved Safety Belt Surveys as well as knowledge and awareness surveys at DMV offices to track the impact of mobilization enforcement activities funded under this task.

Funding Source	Project Number	Agency	Title	$ Amount
405e-8 (M8X)	**0198-0745-8-EO**	**CT-DOT/HSO**	**Data Analysis & Surveys**	**$150,000**

The dollar amounts for each task are included for the purpose of planning only. They do not represent an approval of any specific activities and/or funding levels. Before any project is approved for funding, an evaluation of each activity is required. This evaluation will include a review of problem identification, performance goals, availability of funding and overall priority level.

Motorcycle Safety (MS)

Motorcycle Safety (MS)

Problem Identification

In 2015, a total of 53 motorcycle operators and passengers were killed on Connecticut roadways, representing 19.9 percent of the State's total traffic fatalities. Based on 93,341 registered motorcycles, the fatality rate per 10,000 registered vehicles was 5.7, a decrease from the 2014 rate of 6.2 per 10,000 registered vehicles.

Nationally, motorcycle fatalities in 2015 accounted for 14.2 percent of motor vehicle crash victims with a fatality rate of 5.8 per 10,000 registered motorcycles. Table MS-1 indicates that, from 2014 to 2015, the fatality rate per 10,000 registered motorcyclists decreased in Connecticut while increasing nationwide. The percentage of total fatalities represented by motorcycles decreased in Connecticut and increased slightly nationwide.

Table MS-1. Motorcyclists Killed/Fatality Rate: 2014 and 2015

	Connecticut		U.S.	
	2014	2015	2014	2015
% of all fatalities	22.2%	19.9%	14.0%	14.2%
Fatality Rate per 10k Motorcyclists	6.2	5.7	5.5	5.8
Motorcycles Registered	89,352	93,341	8,417,718	8,571,236

Sources: FARS, FHWA, Connecticut DMV

Tables MS-2 & MS-3 show the numbers of motorcyclists killed and injured during the 2011 to 2015 period. In 2016, the number of motorcyclists killed (53) was down from 55 in 2014. The number of operator and passenger injuries in 2015 (1,082) was the second highest number for the 5-year period shown. The injury rate of 116 injuries per 10,000 registered motorcycles was the highest (along with 2012) in the 5-year period.

Table MS-2. Motorcyclists Killed

	2011	2012	2013	2014	2015
Operators Killed	35	46	56	53	50
Passengers Killed	2	2	1	2	3
Total Killed	37	48	57	55	53

Source: FARS Final Files 2011-2014, Annual Report File 2015

Table MS-3. Motorcyclists Injured

	2011	2012	2013	2014	2015
Operators Injured	966	972	913	899	987
Passengers Injured	82	98	64	59	95
Total Injured	1,048	1,070	977	958	1,082
Injuries per 10,000 Registrations	107	116	107	107	116
Total Number of Crashes*	1,208	1,376	1,324	1,242	1,310

Sources: Connecticut Crash Data Repository, Department of Motor Vehicles
*Includes Property Damage Only

Eighty (80%) percent of fatally injured motorcycle operators in Connecticut were tested for alcohol in 2015 (Table MS-4), the highest rate of testing in five years. The year 2013 and 2014 had the two lowest rates of testing (52% and 66%, respectively). As shown in Figure MS-3 (see performance measure section below), during these years 36 to 54 percent of those tested were found to have been drinking (any trace of alcohol). For 2015, 50 percent had been drinking and 48 percent (19 of 40) had BACs of 0.08 percent or more.

Table MS-4. BACs of Fatally Injured Motorcycle Operators

BAC	2011	2012	2013	2014	2015
0	16	23	18	16	20
0.01-0.07	1	4	3	2	1
0.08 - up	8	9	8	17	19
No/Unknown	10	10	27	18	10
Percent tested	71.4%	78.3%	51.8%	66.0%	80.0%

Source: FARS Final Files 2011-2014, Annual Report File 2015

Table MS-5 shows the distribution of the age and gender of motorcycle operators involved in fatal and injury crashes during the 2011 to 2015 period. The table indicates that the majority of riders are under the age of 45 (56 percent in 2015). Of significance is the high percentage of riders in the 45-54 and 55-64 year old age groups. These two groups alone made up 34 percent of the operators involved in fatal/injury crashes in 2013. Overall, riders 35 or older accounted for 61 percent of riders involved in fatal crashes. This tendency toward an older ridership follows national trends. This table also shows that males are predominant among the riders involved in fatal and injury crashes. Changes in injury crash data reporting in 2015 may be related to the higher total number of operators reported. Involvement by female operators has also increased drastically in 2015 (+15 percentage points). It is likely that changes in reporting are behind the increase, although it is unclear at this point how the reporting changes may be associated with this rise.

Table MS-5. Motorcycle Operators Involved by Age and Sex
Fatal/Injury Crashes: 2011-2015

		2011 (N= 1,016)	2012 (N= 1,060)	2013 (N= 989)	2014 (N= 969)	2015 (n=1,571)
Age	**Under 16**	0.1%	0.5%	0.2%	0.1%	0.1%
	16-20	6.5%	6.1%	5.6%	5.6%	6.8%
	21-24	14.5%	12.5%	12.9%	11.1%	9.6%
	25-34	21.8%	22.2%	23.7%	23.0%	22.7%
	35-44	17.5%	17.7%	16.2%	15.4%	16.9%
	45-54	22.4%	23.1%	25.0%	23.7%	19.5%
	55-64	14.1%	13.1%	13.1%	15.0%	14.8%
	65-69	1.7%	3.3%	2.3%	3.9%	4.7%
	69 - Up	1.5%	1.6%	1.0%	2.2%	4.9%
Gender	**Male**	94.7%	94.5%	94.2%	95.3%	80.8%
	Female	5.3%	5.5%	5.8%	4.7%	19.2%

Source: Connecticut Crash Data Repository (Unknown values are excluded in body of table)

Table MS-6 shows the distributions by month, day of week, and time of day of motorcycle crashes involving fatalities and injuries during the 2011-2015 period. Motorcycle crashes in Connecticut are rare during the colder months with 14 percent having taken place during the 6-month period from November through April. Crashes are more frequent on Saturdays and Sundays (37 percent). In 2015, 65 percent of the crashes occurred between 12:00 p.m. (noon) and 8:00 p.m.

Table MS-6. Motorcycle Operators: Month, Day of Week, and Time of Fatal and Other Injury Crashes, 2011-2015

	2011 (N=1,032)	2012 (N=1,060)	2013 (N=1,060)	2014 (N=1,009)	2015 (N=1,648)
Month					
January	0.2%	0.8%	0.8%	0.8%	0.1%
February	0.2%	1.6%	1.6%	1.6%	0.2%
March	2.2%	6.0%	6.0%	6.0%	0.4%
April	7.2%	9.6%	9.6%	9.6%	6.5%
May	13.9%	13.8%	13.8%	13.8%	14.7%
June	16.3%	13.3%	13.3%	13.3%	11.2%
July	18.5%	17.3%	17.3%	17.3%	17.6%
August	12.5%	14.6%	14.6%	14.6%	18.8%
September	12.4%	12.5%	12.5%	12.5%	16.3%
October	10.0%	6.4%	6.4%	6.4%	7.9%
November	4.4%	2.3%	2.3%	2.3%	3.8%
December	2.3%	1.7%	1.7%	1.7%	2.5%
Day of Week					
Sunday	19.7%	21.5%	21.5%	25.4%	19.9%
Monday	12.2%	12.2%	12.2%	10.7%	11.1%
Tuesday	11.7%	9.4%	9.4%	11.3%	9.0%
Wednesday	10.6%	9.2%	9.2%	9.4%	13.7%
Thursday	13.1%	13.8%	13.8%	9.3%	11.5%
Friday	13.4%	14.9%	14.9%	15.4%	17.4%
Saturday	19.4%	19.0%	19.0%	18.5%	17.4%
Time of Day					
Mid-03:59	4.5%	4.4%	4.4%	4.9%	3.3%
04:00-07:59	6.1%	4.2%	4.2%	4.2%	5.2%
08:00-11:59	13.1%	12.1%	12.1%	13.9%	12.5%
12:00-15:59	31.1%	30.0%	30.0%	28.2%	33.7%
16:00-19:59	30.6%	34.0%	34.0%	35.4%	30.8%
20:00-23:59	14.5%	15.3%	15.3%	13.5%	14.5%

Source: Connecticut Crash Data Repository

Table MS-7 shows the total of fatal and injury motorcycle crashes in each Connecticut County in 2015 and the number of these crashes in the calendar year 2015 per 100,000 population.

Table MS-7. Motorcycle Fatal/Injury Crashes by County, 2015

County	2015 Crashes Total	2015 Crashes Per 100,000 Pop.
Fairfield	191	20.15
Hartford	234	26.12
Litchfield	77	41.94
Middlesex	49	29.87
New Haven	261	30.37
New London	103	37.89
Tolland	43	28.40
Windham	37	31.74

Sources: Connecticut Crash Date Repository; Population data estimate for 2015.

In summary, Department motorcycle crash data shows:

- A fluctuating number of motorcyclist fatalities in the period 2010 to 2014
- The majority of motorcycle fatal and injury crashes occurred between the hours of noon and 8 p.m.
- Saturdays and Sundays being the most common days for fatal and injury crashes
- Most fatal and injury crashes occurring in the summer months
- Almost all motorcycle operators involved in crashes were male
- In multiple vehicle crashes where the other driver was at fault, the major contributing factor in 47 percent of these crashes was failure to grant the right-of-way

Performance Measures

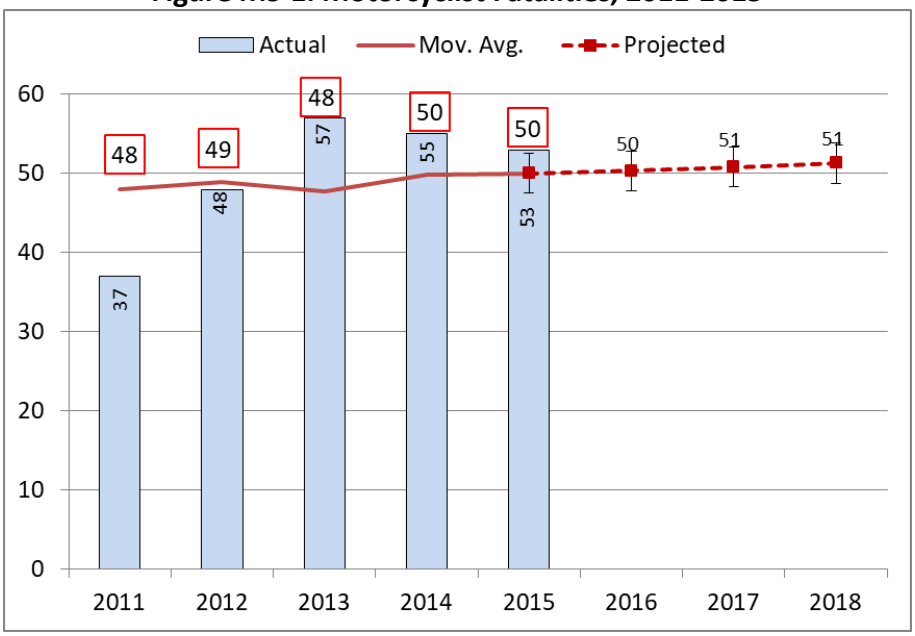
The following performance measures have been selected based on their ability to indicate trends in impaired driving over extended periods of time. While some absolute numbers may be lower from year to year, moving average and trend data may show modest projected increases over time. These projections are then applied during the goal selection process.

Performance Measures	2011	2012	2013	2014	2015
Motorcyclists Killed and Injured	1081	1060	1,004	983	995
Injuries per 10,000 Registered Motorcycles	110	115	110	110	107
Number of Un-Helmeted Motorcycle Fatalities	25	30	22	32	31
Number of Motorcycle Injuries Helmeted	453	452	454	419	506
Number of Operators Killed with BAC>0.00%	9	13	11	19	20
Number of Motorcyclist Trained	6,043	6,068	5,620	5,055	4,997

Sources: FARS, Connecticut Department of Transportation, Connecticut Crash Data Repository

Figure MS-1 shows the number of motorcyclist fatalities in Connecticut for the period 2011-2015, along with the five-year moving averages, and trend projecting into 2018. Projections show a stable trend in motorcyclist fatalities and estimate 50 fatalities in 2016, and 51 in 2017 and 2018.

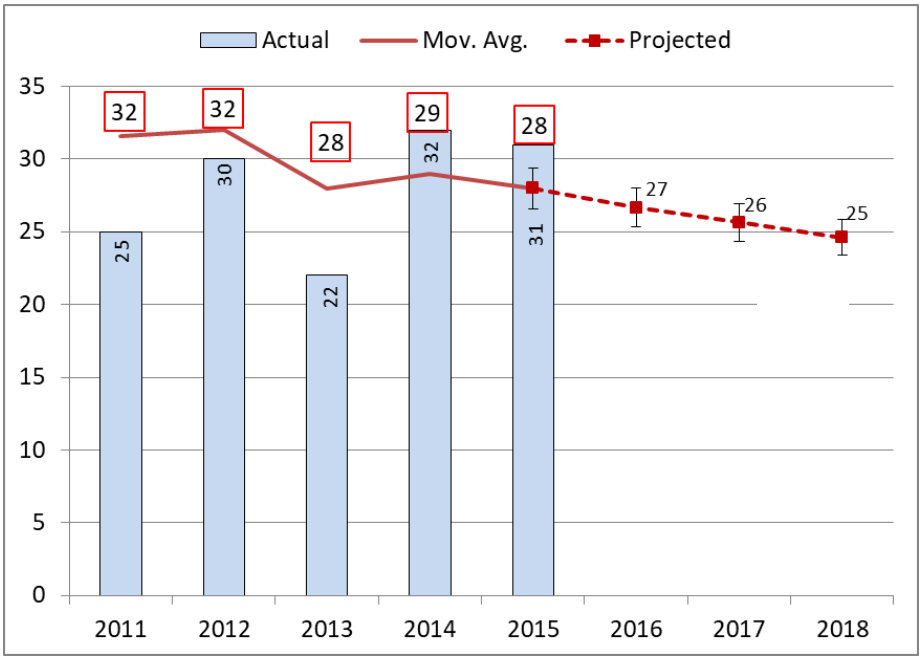
Figure MS-1. Motorcyclist Fatalities, 2011-2015



Source: FARS final files 2011-2014, Annual Report File 2015

Projections of un-helmeted motorcyclist fatalities based on the five-year moving averages show a downward trend and project 27 un-helmeted fatalities in 2016, 26 in 2017 and 25 in 2018 (Figure MS-2).

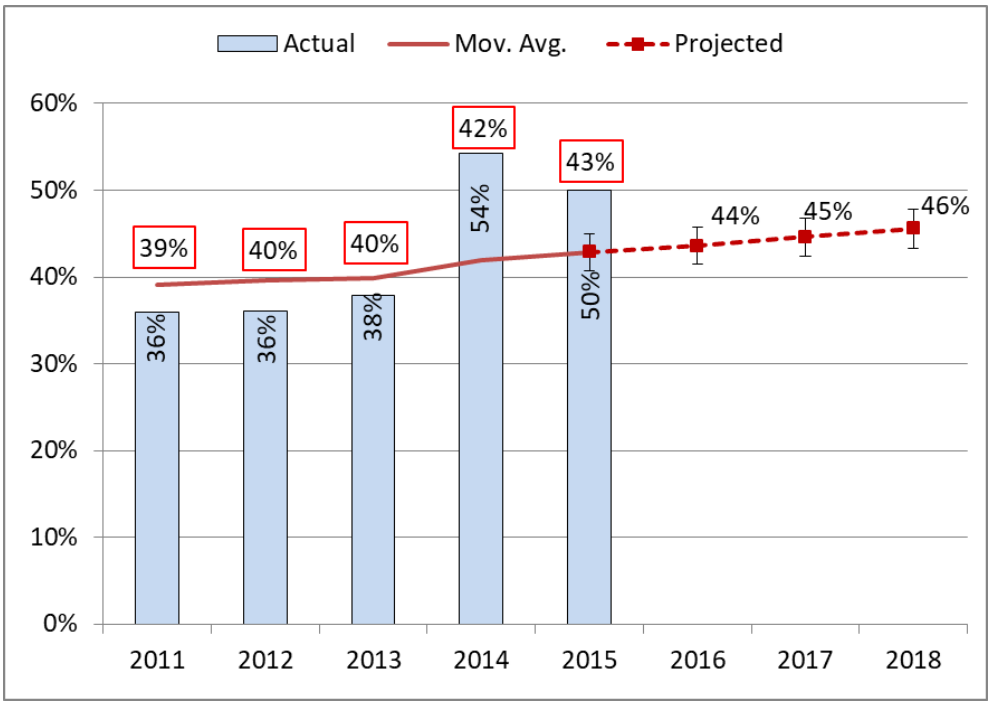
Figure MS-2. Unhelmeted Motorcyclist Fatalities, 2011-2015



Source: FARS Final Files 2011-2014, Annual Report File 2015

Figure MS-3 shows the percentage of fatally injured motorcyclist operators with a BAC of 0.01 or above, along with the five-year moving averages, and trend projecting into 2018. Projections show a slightly rising trend and estimate that 44 percent of motorcyclist operator fatalities will be drinking-related in 2016, compared to 45 percent in 2017 and 46 percent in 2018.

Figure MS-3. Percent of Motorcycle Operators Killed with a BAC ≥ 0.01%



Source: FARS Final Files 2011-2014, Annual Report File 2015

Performance Goals

To maintain the five year moving average of 50 (2011-2015) motorcyclist fatalities during 2018.

- Motorcyclist fatalities have generally increased during the five year reporting period and the five year moving average trend projects an increase in this measure.
- Additionally, preliminary data indicates this measure will increase during the planning period. Finalized 2016 FARS data was not available at the time of goal setting for the 2018 planning period. Preliminary 2016 data show the fatality total of 48 motorcyclists to represent an increase in the five year moving average.
- Year to date 2017 data show current fatality totals outpace 2016 data for the same time period.
- For this reason, motorcyclist fatalities are expected to remain stable or slightly increase during the planning period.

To decrease the number of un-helmeted fatalities below the five year (2010-2014) moving average of 28 in 2015 by 5 percent to a five year (2014-2018) projected moving average of 27 in 2018.

- This goal was selected based upon analysis of single year data and five year moving average projections. The five year average and the projected trend continue to show a decline in this measure.
- A targeted “Share the Road” media campaign began in May of 2017 and will run through the end of September. This campaign also stressed the importance of personal protective equipment through visual messaging. It is anticipated that this campaign will continue in 2018.

- A component was added to mandatory motorcycle license training that stresses the importance of personal protective equipment.

To maintain the five year moving average of 43 (2011-2015) fatally injured motorcycle operators with BACs greater than or equal to than 0.01 during 2018.

- Motorcyclist fatalities where a rider had a positive BAC have generally increased during the five year reporting period and the five year moving average trend projects an increase in this measure.

Performance Objectives

To train 5,000 beginning, intermediate, experienced and advanced motorcycle operators during calendar year 2018 to reduce instances of motorcycle operator error in both fatal and injury crashes.

Planned Countermeasures

The countermeasures for this program area directly correlated to the problem ID data listed above. Countermeasures are based on proven programs and are often selected from NHTSA's *Countermeasures That Wo*rk and sharing of best practices at national safety conferences such as the Governor's Highway Safety Association and State Motorcycle Safety Administrators as well as Transportation Safety Institute training courses.

These goals will be achieved by continuing existing, and working toward expanding, motorcycle rider education programs, specifically the CONREP (Connecticut Rider Education Program). A newly updated curriculum developed by the Motorcycle Safety Foundation will be adopted. This new curriculum will have a larger focus on rider responsibility and risk awareness. Addressing attitudes and operational skills through a targeted media campaign, including promoting helmet use by all riders (not just those young riders currently covered under existing law), and including motorcyclists in the planned emphasis on reducing impaired driving.

A recently developed impaired riding media campaign will seek to inform riders of the dangers of riding under the influence. This campaign, "None for the Road" will utilize a web video, bus boards and brochures. The distribution process will incorporate a network of informational resources including a web site, rider education courses, various motorcycle dealerships, and local motorcycle rider organizations. Our website www.ride4ever.org will be used to change behavior associated with unsafe riding practices and may include the development of new materials.

Projected traffic safety impact as a result of countermeasures selected in this area:

- Decreasing the number of motorcyclists killed and injured in crashes, especially those not wearing helmets
- Greater awareness among motorists of the need to share the road with motorcyclists

Task 1
Project Title: Motorcycle Safety Program Administration
Administrative Oversight: Department of Transportation, Highway Safety Office *Staff Person*: Nicholas Just
Countermeasure: Motorcycle Rider Licensing and Training Section 3 Countermeasures That Work

The task will include coordination of activities and projects outlined in the motorcycle safety program area, statewide coordination of program activities, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2 Office. Serve as a direct line of communication between the HSO and Community College system that administers the CONREP, including assisting in annual activity proposals and voucher reimbursement. This task and associated project are specifically meant for in-house management of the motorcycle safety program. Funding will be provided for personnel, employee-related expenses, over-time, professional and outside services including facilities and support services for the required annual instructor update. Travel to in-state training facilities for project monitoring, requests for support and out-of-state travel including the annual State Motorcycle Safety Administrators Summit, travel related to training opportunities, providing educational materials for distribution to students and other related operating expenses. This project may be used to fund salary while a small portion is used for travel and operating expenses.

Fund	Project number	Agency	Title	$ Amount
402(MC)	**0198-0701-AA**	**CT-DOT/HSO**	**Motorcycle Safety Program Administration**	**$50,000**

Task 2
Project Title: Connecticut Rider Education Program (Training) Administration *Administrative Oversight:* Department of Transportation, Highway Safety Office *Staff Person*: Nicholas Just
Countermeasure: Motorcycle Rider Licensing and Training Section 3 Countermeasures That Work
Rider training is the primary countermeasure applied to reaching the performance goal of decreasing the total number of motorcycle fatalities and decreasing the number of un-helmeted fatalities. This task provides for the oversight of the CONREP in the following ways; the training and monitoring of 100 certified motorcycle safety instructors, providing support services to the Connecticut Rider Education Program training sites by providing funding for quality assurance monitoring, technical assistance and support services, Motorcycle Safety Foundation(MSF) curriculum materials, updating and maintaining the program's www.ride4ever.org website, which is the programs direct point of contact for course students and license waiver information. A Motorcycle Training Coordinator as well as a data consultant is utilized to accomplish this task. Preparing and maintaining project documentation, and evaluating task accomplishments. Funding will be provided for personnel, employee-related expenses and overtime, professional and outside services, travel, materials, supplies, and other related operating expenses.

Fund	Project number	Agency	Title	$ Amount
402(MC)	0198-0701-AB	CT-DOT /HSO	CONREP Technical Assist.	$150,000

Task 3

Project Title: Public Information and Education/Community Outreach to Motorcycle Riders

Administrative Oversight: Department of Transportation, Highway Safety Office *Staff Person*: Nicholas Just

Countermeasure: Communications and Outreach Section 4 Countermeasures That Work

This task will provide coordination and staffing of grassroots events and seminars to promote voluntary helmet use, a ride sober campaign, share the road, safe motorcycle operation, and recruitment of motorcycle safety instructors. The HSO will partner with motorcycle groups to develop and promote activities designed to increase voluntary helmet usage. www.ride4ever.org is the programs primary method of disseminating information on rider safety, conspicuity, sober riding, the importance of helmets and news and events in the Motorcycling community. This task may also serve to fund media campaigns to promote use of personal protective equipment (PPE) and "share the road messaging". In support of these visual messages, public outreach will be conducted at assigned venues through tabling events that provide opportunity to directly communicate with the riding public about the importance of safe riding practices. 405(f) funds will be used to purchase media only and will not include any messaging about helmet use.

Fund	Project number	Agency	Title	$ Amount
402(MC)	0198-0701-AC	CT-DOT/HSO	PI&E	$100,000
405f-2 (M9MA)	0198-0744-2-AC	CT-DOT/HSO	PI&E Media	$75,000

Task 4

Project Title: Expanding Motorcycle Safety Efforts

Administrative Oversight: Department of Transportation, Highway Safety Office Staff Person: Nicholas Just

Countermeasure: Motorcycle Rider Licensing and Training Section 3 Countermeasures That Work

This task will utilize Section 405(f) funds to expand statewide motorcycle safety efforts. To expand training activities, the CONREP will recruit and train potential instructor candidates and seek out new opportunities for training sites, both public and private. Funds may also be utilized for outside contractor's professional services to accomplish this task. Other supplies including MSF curriculum materials to support and expand motorcycle training activities will also be purchased.

Fund	Project Number	Agency	Item (#'s)	$ Amount
405(f)-1 (M9MT)	0198-0744-1-AB	CT-DOT/HSO	Curriculum	$10,000

The dollar amounts for each task are included for the purpose of planning only. They do not represent an approval of any specific activities and/or funding levels. Before any project is approved for funding, an evaluation of each activity is required. This evaluation will include a review of problem identification, performance goals, availability of funding and overall priority level.

Traffic Records (TR)

The Traffic Records Strategic Plan is an active document updated annually to reflect new issues and the changing environment within highway safety / traffic safety data systems. The following link - http://www.ct.gov/dot/cwp/view.asp?a=2094&q=435916 contains the most recent version of the Strategic Plan (July 2017).

A state must work to ensure that complete, accurate, timely, uniform, integrated and accessible traffic records data are collected, analyzed and made available for decision-making at all levels of government. Analyzing reliable traffic records data is central to identifying traffic safety problems and designing effective countermeasures to reduce injuries and deaths caused by crashes.

From real-time data capture in the field, to direct online query capabilities and analysis of timely data in a State data repository, changes are occurring in all phases of Connecticut's traffic records system. Time spent by law enforcement and emergency medical services (EMS) professionals will be directed more to helping injured people, securing an incident location, and traffic flow, and result in officer/EMS responder safety, with less dependence on paper reporting; resulting in better service to the public and improved traffic records data that is more timely, complete, and accurate.

Stakeholders of Connecticut's system continue to make great strides in their push to achieve system wide electronic reporting. Emphasis on **EMS patient care reporting** resulted in nearly all EMS providers in the state achieving electronic reporting, using the National Standard (NEMSIS) in 2010. The focus the in prior years has been on electronic reporting for a motor vehicle crash as well as traffic citation. **Crash reporting** is projected to advance with the adoption of the National MMUCC Guideline that began, January 1, 2015. **Electronic reporting of traffic citations** is nearing the 70 percent mark for all traffic citations issued statewide.

Acknowledging significant gains in the State's traffic records system, many opportunities remain for improving core data systems. Responding to increased emphasis by the National Highway Traffic Safety Administration (NHTSA), the Federal Highway Administration (FHWA), and the Federal Motor Carrier Safety Administration (FMCSA), the TRCC places a high priority on integrating planned performance measures with any new proposed system improvements.

Perhaps the greatest impact to the management approach to highway safety with the rollout in January 2015 of the new electronic crash reporting system based on National guidelines is the timeliness of the crash data, less than 10-days from the date of arrival at ConnDOT to entry into the state database, which will ultimately impact the highway safety management process in many ways.

Performance Measures

The primary performance measure submitted for early review (July 2017 Strategic Plan) by the National Highway Traffic Safety Administration (NHTSA) was based on the percent of citation records in the Centralized Infractions Bureau (CIB) database, with no errors in critical data elements. Improvement of the accuracy from 97.8 percent of citation records in the CIB database with no errors in critical data elements during January 2016-April 2016, to 98.2 percent of citation records in the CIB database with no errors in critical data elements during January 2017-April 2017.

The ongoing source for a significant performance measure for traffic records stakeholders has been the Crash Data Repository (CDR) at the University of Connecticut (UConn). The CDR now boasts over 700 registered users, with access to crash, roadway and traffic volume data. The CDR is a component of the Transportation Safety Research Center (TSRC), supported by the State Department of Transportation (ConnDOT). Many users of the CDR responded that they were satisfied with benefits they already receive from online access and data query tools, the number of years of data already contained on the repository and the ability to use linked data and to generate rates based on traffic volume.

Planned performance measures for 2017-2018 include **crash timeliness** (days from the occurrence of a crash to database entry into the CDR), **crash uniformity** (number of MMUCC compliant data elements entered into the crash database), **crash completeness** (percentage of crash records with no missing data), **crash accessibility** (principal users of the CDR), **citation timeliness** (days from the issuance of a citation to database entry into the repository at Judicial); and **EMS patient care linkage** (tracking patients from the point of injury to hospital discharge), assessing patient outcome in terms of mortality, injury severity, and health care cost.

Performance Goal

Expand the use of linked traffic records data from four of the core systems Crash, Roadway, Injury Control and Enforcement in 2015, to five by including Driver data to support a data driven approach by identifying high-risk driver populations and predicting safety problems based on past experiences by 2020.

The 2018 HSP Goal is to integrate crash and driver data to help target problem drivers assisting the DMV in determining effectiveness of their administrative authority. By increasing the sharing of linked information, it lends support to a data-driven approach to traffic safety and provides more accurate timely information of persons involved in crashes. Linked data can be a rich resource for developing and measuring progress of a State's Highway Safety Plan, as well as for research use by safety agencies and stakeholders.

Vision – Mission – Achievements of the TRCC

Provide support for the TRCC in the achievement of its vision and mission as outlined in the Strategic Plan.

Vision – A comprehensive Traffic Records System that provides reliable data critical to the development of policies, and programs that enhance the operation and safety of the Connecticut Highway Transportation (National, State and Local Roads) System.

Mission – Develop and promote a comprehensive Traffic Records System that provides Timely, Accurate, Complete, Uniform, Integrated, and Accessible Traffic Records System data for management of Highway and Traffic Safety Programs.

Achievements as well as ongoing project development and tracking/timelines for TRCC efforts can be found at the TRCC's website - http://www.ct.gov/dot/cwp/view.asp?a=2094&q=435916.

Improving Safety Data Systems

Objectives for reliable safety data systems together with planned performance measures listed above will be accomplished through a variety of avenues, which focus on the development of electronic field data capture of motor vehicle crash, citation, EMS/patient care, commercial vehicle enforcement and other incident reporting, including the back-end systems to receive and report this data.

Task 1
Project Title: Traffic Records Administration
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Juliet Little
Countermeasure: Countermeasures for the traffic records section were developed from past Traffic Records and Connecticut Data Improvement Plan assessments
The task will include coordination of activities and projects outlined in the traffic records program area, statewide coordination of program activities, and the development and facilitation of public information and education projects. It will also provide status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2. Funding will be provided for personnel, employee-related expenses, overtime, professional and outside services including consulting services that provide TRCC coordination, travel, materials, supplies, assessments and other related operating expenses. This project may be used to fund salary while a small portion is used for travel and operating expenses.

Funding Source	Project Number	Agency	Title	$ Amount
405c (M3DA)	0198-0742-AA	CT-DOT/HSO	Traffic Records Administration	$80,000
402-TR	0198-0705-AA	CT-DOT/HSO	Traffic Records Administration	$285,000

Task 2
Project Title: Traffic Records Strategic Plan Implementation
Administrative Oversight: Department of Transportation, Highway Safety
Office *Staff Person*: Juliet Little
Countermeasure: Countermeasures for the traffic records section were developed from past Traffic Records and Connecticut Data Improvement Plan assessments

This task will provide the necessary funding to assess and **develop the Connecticut Traffic Records Program** by implementing the following projects outlined in the Section 405(c). This is the 12th year application spanning back to 2006 under Section 408:

1. Electronic Citation - Technology/Software Support for Local Law Enforcement

   Project Description:

   The focus is to help local police departments acquire public safety equipment. Some departments don't have computers or mobile data terminals (MDTs) in their vehicles, hindering their abilities for selective enforcement. Better tools/resources, including technology as well as software support where warranted, would enable local police departments to participate in the E-Citation initiative.

   Equipment as well as software support will be provided to support local law enforcement agencies in implementing E-Citation. Equipment/software support will be specifically awarded to those agencies requesting assistance for the purchase and installation of computers, printers or other mobile technology, as well as software applications.

   The need for planning and coordination among law enforcement agencies is critical to the success of this effort. This E-Citation support initiative will improve police officer efficiency by reducing the amount of time that officers spend collecting citation data and decrease the time it takes this data to be received by the appropriate State agency. This project could fund up to 10 municipalities.55 municipal police agencies and the Connecticut State Police currently use e-citation.

Funding Source	Project Number	Agency	Title	$ Amount
402-TR	**0198-0705-ZZ**	**Local Law Enforcement**	**Citation Reporting/Local Law Enforcement**	**$325,000**

2. On-line Disposition System

   Project Description:

   An on-line disposition system whereby the recipient of an infraction could elect to have their

case reviewed and adjudicated on-line. This would allow prosecutors to review most, if not all, not guilty pleas entered by defendants and reach resolution without the necessity of the recipient coming to court. This project is dedicated to the continued development of an application that enables the receipt/availability of citation, warning, and traffic stop data to help streamline the backend.

- Timeliness - Each step in the current process contributes to a delay in the adjudication of the infraction and therefore a delay in the attachment of relevant disposition information to a driver history and its subsequent availability to law enforcement. An on-line disposition system will significantly reduce the number of days from issuance to adjudication, and placement when appropriate, on the driver history.
- Uniformity - Currently, infractions are reviewed by prosecutors in 15 different locations. The ability to for a smaller group of prosecutors to review all infractions from a central source would contribute to increased consistency in dispositions across all locations.
- Convenience and Efficiency – Individuals will be able to be heard on matters related to infractions without them having to take time off from work or school, eliminating the time and expense incurred while traveling to court, unless an individual elects for a trial.

Funding Source	Project Number	Agency	Title	$ Amount
405c (M3DA)	**0198-0742-AD**	**Centralized Infractions Bureau**	**On-line Disposition System**	**$300,000**

3. Electronic Charging/Policy and Data Model for Mobile Enforcement

Project Description:

This project focuses on a new approach to public safety law enforcement and adjudication, leading to advanced policy options, possibly extending beyond mere electronic charging (citation, summons arrest, warning) to "smart charging" by hot spots based on spatial and temporal crash metrics. This approach extends beyond the paper-centric notion of a single charging document and instead provides a unified approach to field data collection that correctly routes enforcement data to the correct storage and processing facility.

Given the potential availability of expended crash and violation data coupled with temporal and spatial analysis tools, The General Assembly and traffic safety decision makers would have for the first time an innovative means of determining the following:

- Revenue required for administration and operation of the traffic law enforcement and adjudication system;
- Hazardous traffic violation true costs (using epidemiology research);
- Payment history, violator recidivism, and opportunities for improvement;
- Enforcement activity trends based on changes in fee amounts;
- Effectiveness of electronic printers in police vehicles;
- Reduction in crashes and crash severity based on sanction adjustments and investments in focused interventions on a hypothetical basis followed by a pilot program.

Funding Source	Project Number	Agency	Title	$ Amount
405c (M3DA)	**0198-0742-AC**	**Capitol Region Council of Governments**	**E-Charging/ Policy and Data Model for Mobile**	**$100,000**

4. E-Charging – Citation / Summons Arrest / Warning

Project Description:

The E-Charging project will extend previous as well as current efforts on electronic document and data collection. The focus of this effort would be transitioning all police departments to E-Citation V2 with the added advantage of electronic warnings and collection of racial profiling information. Strategies include weaving paperless data transfer from point of data collection to final repository without intermediate human intervention. The goal is to round out the suite of enforcement data collection for the field police officer and relieve those officers of the burden of redundant data entry and the need for manual and multiple sets of forms. The approach extends beyond the paper-centric notion of a single charging document and instead provides a single charging approach that correctly routes enforcement data to the correct storage and processing facility.

The software applications developed in this project will reduce data input errors and improve the completeness of the collected data. It should also improve police officer efficiency by reducing the amount of time that officers spend collecting citation, summons and warning data and decrease the time it takes this data to be received by the appropriate State agency.

Funding Source	Project Number	Agency	Title	$ Amount
405c (M3DA)	**0198-0742-AE**	**Centralized Infractions Bureau**	**E-Charging/ Processing**	**$180,000**

5. ELinking Crash/Injury Datasets – Measure Crash Injury Outcomes

Project Description:

A much higher emphasis has been placed on using injuries as a metric for highway safety. Research is ongoing nationally as to how best to define a serious injury as well as how to measure serious injuries in motor vehicle crashes.

In Connecticut, injury severity decisions in motor vehicle crashes are made by law enforcement officers using the KABCO scale, based on conditions they observe at the scene of a crash. In their reporting, officers indicate a measure of the functional injury level of the victim as an A, B, or C injury. Prior to the adoption of the Model Minimum Uniform Crash Criteria (MMUCC) Guideline in the new MMUCC PR-1 Crash Reporting System in January 2015, the Investigator's Guide for the old PR-1 instructed officers using KABCN, where the "N" represented "not injured". Small explanations were provided in the Investigator's Guide for A, B, and C – injuries.
The focus is to integrate crash and injury data to be able to derive more precise injury outcomes. In question is the disparity between officer assessments or personal injury as recorded on the previous PR-1, prior to 2015; the new MMUCC PR-1 crash reporting system, which began in January 2015 and actual outcomes assessed by health care providers,

Funding Source	Project Number	Agency	Title	$ Amount
405c (M3DA)	**0198-0742-AG**	**Yale New Haven Hospital**	**Linking Crash/Injury Datasets**	**$50,000**

6. Digitization of Impaired Driving Data from the DMV's A44 Form

Project Description:

The focus for this project would be to collect data from an existing data source in the state which was previously in accessible. This project will develop a partnership between DMV, DOT, and UConn to create a database that could have significant value to the transportation safety community.

Roadmap to A44 Data Digitization:

1) Collect 5 years of A44 Forms from DMV (scan or paper copies)
2) Build or obtain a data entry tool if one exists at DMV
3) Build a SQL database for data collection
4) Build an XML schema or obtain one if one already exists
5) Use student labor to enter data into the database

6) Provide the data back to DMV (via database backup or access to the our database)
7) Provide DOT with data summaries and access to the data
8) Create a final report detailing the outcomes and new data analysis capabilities

Funding Source	Project Number	Agency	Title	$ Amount
405c (M3DA)	**0198-0742-AB**	**DMV**	Digitization of Impaired Driving Data from DMV	**$150,000.00**

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Community Traffic Safety (CTS/OA)

Community Traffic Safety

Driver Groups Problem

Identification

Table OA-1 outlines the age distribution of licensed drivers in Connecticut and the nation as a whole during calendar years 2013 to 2015. The data show that the percentage of Connecticut licensed drivers age 19 and younger is slightly less than the U.S. percentage (3.4% vs. 3.9%, respectively), and that the percentage of drivers age 70 and older is slightly higher in Connecticut (12.5%) than the U.S. as a whole (11.5%).

Table OA-1. Licensed Drivers by Age Group, 2013-2015

Licensed Drivers by Age		2013		2014		2015	
		N	%	N	%	N	%
Connecticut	Under 16	0	0.0%	0	0.0%	0	0.0%
	16-17	28,150	1.1%	27,350	1.1%	27,545	1.1%
	18-19	63,002	2.5%	62,001	2.4%	60,719	2.4%
	19 and under	91,152	3.6%	89,351	3.5%	88,264	3.4%
	20	37,061	1.5%	36,383	1.4%	35,634	1.4%
	16-20	128,213	5.1%	125,734	4.9%	123,898	4.8%
	21-24	164,717	6.5%	161,817	6.4%	159,982	6.2%
	25-34	404,374	16.0%	409,248	16.1%	422,383	16.5%
	35-44	412,156	16.3%	396,560	15.6%	393,886	15.3%
	45-54	520,058	20.5%	504,876	19.9%	497,298	19.4%
	55-64	443,901	17.5%	459,421	18.1%	471,489	18.4%
	65-69	159,446	6.3%	169,404	6.7%	175,736	6.8%
	70 up	301,225	11.9%	315,528	12.4%	322,001	12.5%
Nationwide	Under 16	62,353	0.0%	62,171	0.0%	65,115	0.0%
	16-17	3,178,672	1.5%	2,902,958	1.4%	2,985,342	1.4%
	18-19	5,741,162	2.7%	5,526,263	2.6%	5,540,192	2.5%
	19 and under	8,982,187	4.2%	8,491,392	4.0%	8,590,649	3.9%
	20	3,294,414	1.6%	3,220,681	1.5%	3,224,310	1.5%
	16-20	12,214,248	5.8%	11,649,902	5.4%	11,749,844	5.4%
	21-24	14,373,838	6.8%	14,358,484	6.7%	14,406,138	6.6%
	25-34	36,697,904	17.3%	37,360,848	17.5%	38,385,563	17.6%
	35-44	36,018,792	17.0%	35,863,375	16.8%	36,194,823	16.6%
	45-54	39,907,125	18.8%	39,565,202	18.5%	39,475,801	18.1%
	55-64	36,055,252	17.0%	36,852,500	17.2%	37,715,222	17.3%
	65-69	13,227,162	6.2%	14,014,209	6.5%	14,788,404	6.8%
	70 up	23,603,054	11.1%	24,433,978	11.4%	25,020,638	11.5%

Source: Federal Highway Administration

Table OA-2 contains 2013, 2014, and 2015 fatal crash rates per 100,000 licensed drivers by driver age group for Connecticut operators and the U.S. as a whole. The data indicate that younger drivers (under 25) consistently have a much higher involvement in fatal crashes than older drivers. The data also show that the involvement rate of Connecticut drivers in fatal crashes is lower than that for the U.S. in all age groups.

Table OA-2. Number of Drivers Involved in Fatal Crashes by Age Group Per 100,000 Licensed Drivers*, 2013-2015

	2013		2014		2015	
	CT	**US**	**CT**	**US**	**CT**	**US**
Under 16	n/a	222.9	n/a	220.4	n/a	236.5
16-17	24.9	28.4	14.6	32.0	18.2	34.8
18-19	27.0	32.6	19.4	34.3	23.1	37.0
19 and under	26.3	32.4	19.0	34.9	23.8	37.8
20	35.1	34.5	11.0	30.8	14.0	34.9
16-20	28.9	32.0	15.9	32.7	19.4	35.9
21-24	35.2	32.2	28.4	32.5	20.0	34.3
25-34	21.8	24.0	18.6	24.1	21.1	25.7
35-44	14.6	20.0	11.6	19.3	15.0	21.2
45-54	11.3	18.5	10.9	18.6	11.9	19.9
55-64	8.1	16.5	10.7	16.3	12.1	17.1
65-59	7.5	15.0	5.3	13.8	10.8	15.1
70 up	10.3	16.8	10.5	16.5	7.5	17.0

***** Licensed drivers within each age group.

Source: FARS Final Files 2013-2014, Annual Report File 2015

Table OA-3 shows the 2013, 2014, and 2015 non-fatal injury crash rates per 100,000 licensed drivers by driver age group. Overall, there was an increase in involvement rate for all age groups. This global increase may be due to injury crash reporting changes beginning in 2015.

Table OA-3. Number of Drivers Involved in Injury Crashes by Age Group Per 100,000 Licensed Drivers*, 2013-2015

	2013	2014	2015
16-17	2,252	2,442	3,448
18-19	3,005	2,781	3,142
19 and under	2,772	2,677	3,286
16-20	2,770	2,710	3,190
21-24	2,887	2,827	3,115
25-34	2,294	2,267	2,550
35-44	1,751	1,753	1,928
45-54	1,497	1,425	1,565
55-64	1,146	1,137	1,262
65-74	691	855	991
75 up	702	691	851

* Licensed drivers within each age group
Source: Connecticut Crash Data Repository

Table OA-4 shows that, in the period 2011-2016, 40 percent of fatal crashes involving drivers age 20 and under took place between May and July. May had the highest number of crashes (21), followed by July (20). Thirty-eight (38) percent of fatal crashes occurred at night, between 6:00pm and 2:59am (52 fatal crashes). Hartford and New Haven counties (33 and 31 crashes, respectively) accounted for the highest number of fatal crashes (47 percent) involving young drivers.

Table OA-4. Fatal Crashes Involving Young Drivers (20 and under)
Month, Time of Day, and County, 5-year Total: 2011–2015

	N=136	Percent
MONTH		
January	5	3.7%
February	6	4.4%
March	10	7.4%
April	8	5.9%
May	21	15.4%
June	13	9.6%
July	20	14.7%
August	12	8.8%
September	12	8.8%
October	13	9.6%
November	6	4.4%
December	10	7.4%
TIME OF DAY		
Mid-3am	18	13.2%
3am-6am	18	13.2%
6am-9am	8	5.9%
9am-Noon	10	7.4%
Noon-3pm	26	19.1%
3pm-6pm	22	16.2%
6pm-9pm	15	11.0%
9pm-Mid	19	14.0%
COUNTY		
Fairfield	28	20.6%
Hartford	33	24.3%
Litchfield	7	5.1%
Middlesex	6	4.4%
New Haven	31	22.8%
New London	9	6.6%
Tolland	12	8.8%
Windham	10	7.4%

Source: FARS Final Files 2011-2014, Annual Report File 2015

Table OA-5 shows the number of drivers involved in fatal crashes by age. Drivers aged 25 to 34 consistently show the highest involvement in the period 2011-2015.

Table OA-5. Drivers Involved in Fatal Crashes by Age

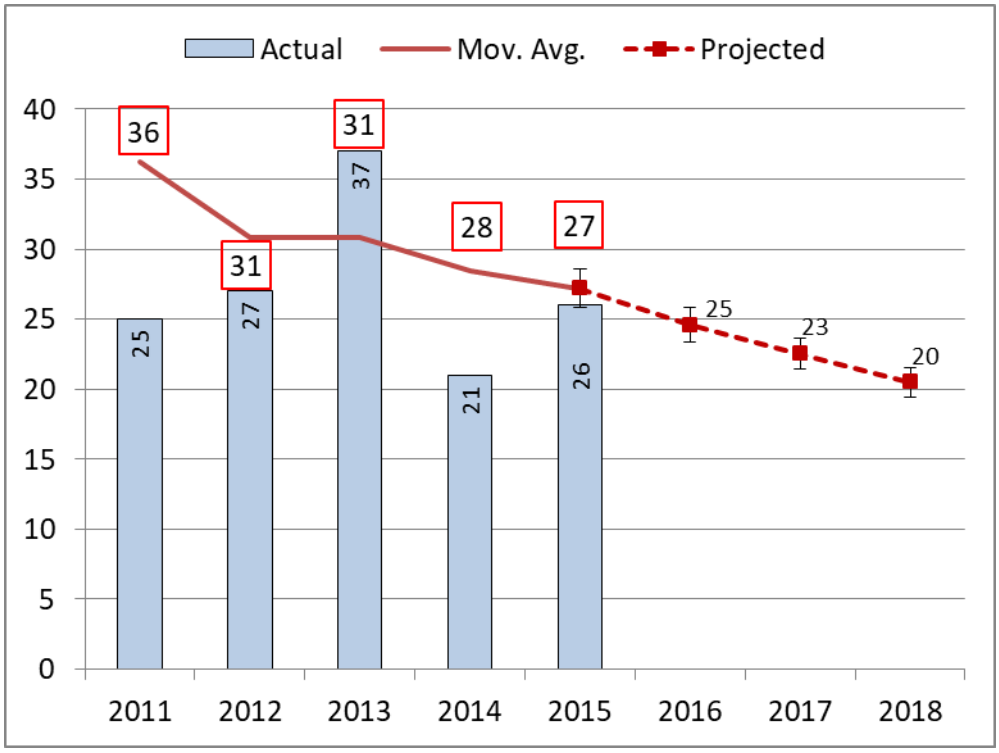
	2011	2012	2013	2014	2015
Total	292	372	369	338	370
Under 16	2	0	0	1	2
16-17	2	7	7	4	5
18-19	15	14	17	12	14
19 and under	19	21	24	17	21
20	6	6	13	4	5
16-20	23	27	37	20	24
21-24	41	40	58	46	32
25-34	55	74	88	76	89
35-44	48	53	60	46	59
45-54	53	62	59	55	59
55-64	27	50	36	49	57
65-69	7	18	12	9	19
70 up	31	41	31	33	24
Unknown	5	7	4	3	5

Source: FARS Final Files 2011-2014, Annual Report File 2015

Figure OA-1 represents the change in the number of fatalities involving drivers age 20 and under. The number of fatalities involving young drivers increased from 25 to 37 between from 2011 to 2013, then dropped to 21 in 2014, and increased to 26 in 2015. Projections show a decreasing trend and project 25 young driver fatalities in 2016, 23 in 2017, and 20 in 2018.

The following performance measures have been selected based on their ability to indicate trends in young driver involvement over extended periods of time. While some absolute numbers may be higher from year to year, moving average and trend data may show modest projected decreases over time. These projections are then applied during the goal selection process.

Figure OA-1. Fatalities Involving Drivers Age 20 and Under



Source: FARS Final Files 2011-2014, Annual Report File 2015

Performance Goals:

To maintain the five year moving average of 22 (2011-2015) fatalities involving a driver aged 20 or younger during 2018.

- Fatalities involving a driver aged 20 or younger have generally increased with the exception of 2014 during the five year reporting period. The five year moving average trend projects a decrease in this measure.
- Although the five year moving average trend projects a decrease in this measure, preliminary data indicate this measure will increase during the planning period. Finalized 2016 FARS data was not available at the time of goal setting for the 2018 planning period. Preliminary 2016 data show 33 fatalities involving a driver aged 20 or younger to represent an increase from previous years in the five year moving average period.

Performance Objectives:

To continue the decreasing trend in younger driver fatalities.

To expand programs and activities targeted at mature drivers statewide.

Countermeasures:

Although there is not one specific program in place to target teen driver behavior, this driver group is addressed through countermeasures described in other sections in this planning document. Please see the Impaired Driving and Distracted Driving Sections and related tasks where education initiatives are funded to combat against risky teen driving behaviors such as drinking and driving. Teen driver countermeasures will also be overlapped within the SHSP.

Mature driver populations are not over-represented in Connecticut's fatal and injury crash data. Further analysis is needed to continue to identify developing issues of an increasingly large segment of the driving population reaching advanced age. Countermeasures for this area are under development and may include public information and education campaigns aimed at informing mature drivers of highway safety issues unique to this group.

Bicycles and Pedestrians

Problem Identification

In Connecticut in 2015, 3 bicyclists were killed and 437 were injured in motor vehicle crashes whereas 45 pedestrians were killed and 1,126 were injured. Table OA-6 outlines the characteristics of pedestrian and bicyclist fatalities.

Pedestrian fatalities occurred more frequently during October through December (36.4%) than during other months of the year (Table OA-6). The majority (57.9%) of these occurred in the 3pm to midnight time period. The largest number of pedestrian fatalities occurred in New Haven, Hartford (each with 53), and Fairfield (41) counties, accounting for about 74 percent of the victims.

Most bicyclist fatalities occurred during June through August (59%) and 64 percent occurred between 3pm and midnight. Hartford, New Haven, and Fairfield counties accounted for 86 percent of all bicyclist fatalities in the period 2011-2015.

TABLE OA-6. Connecticut Pedestrian and Bicycle Fatalities
Month, Time of Day, and County 5-Year Total: 2011-2015

	Pedestrian Fatalities		Bicyclist Fatalities	
	(N=198)	%	(N=22)	%
Month				
January	9	4.5%	1	4.5%
February	18	9.1%	1	4.5%
March	20	10.1%	0	0.0%
April	9	4.5%	0	0.0%
May	11	5.6%	0	0.0%
June	13	6.6%	3	13.6%
July	17	8.6%	5	22.7%
August	11	5.6%	5	22.7%
September	18	9.1%	3	13.6%
October	18	9.1%	3	13.6%
November	21	10.6%	1	4.5%
December	33	16.7%	0	0.0%
Time of Day				
Mid-3am	20	10.2%	2	9.1%
3am-6am	12	6.1%	1	4.5%
6am-9am	13	6.6%	1	4.5%
9am-Noon	17	8.6%	2	9.1%
Noon-3pm	21	10.7%	2	9.1%
3pm-6pm	23	11.7%	7	31.8%
6pm-9pm	55	27.9%	3	13.6%
9pm-Mid	36	18.3%	4	18.2%
County				
Fairfield	41	20.7%	3	13.6%
Hartford	53	26.8%	11	50.0%
Litchfield	5	2.5%	2	9.1%
Middlesex	15	7.6%	0	0.0%
New Haven	53	26.8%	5	22.7%
New London	11	5.6%	0	0.0%
Tolland	12	6.1%	0	0.0%
Windham	8	4.0%	1	4.5%

Source: FARS Final Files 2011-2014, Annual Report File 2015

The majority of pedestrians and bicyclists killed in crashes had one or more factors reported (Table OA-7). The most common action for both pedestrians and bicyclists was “crossing the roadway.” The most commonly cited contributing factor for pedestrians was “dart out/dash” (68), followed by “not visible” and “in roadway improperly” (both at 27). For bicyclists, the most common factor was “failure to yield right-of- way”” (7) and “failure to obey traffic signs, signals, or officer”, cited for 4 of the 22 bicycle fatalities occurring from 2011 to 2015.

Table OA-7. Connecticut Pedestrian and Bicyclist Fatalities Related Factors for Pedestrians and Bicyclists 5-year Total: 2011-2015

	Pedestrian	Bicyclists
Fatalities	**(N=198)**	**(N=22)**
Non-Motorist Condition/Action	N=409	N=47
Crossing Roadway	97	11
Dart/Dash	68	2
Not visible	27	1
In roadway improperly	27	0
Under the influence of alcohol, drugs, or med.	22	1
Improper crossing of roadway or intersection	19	3
Failure to obey traffic signs, signals, or officer	12	4
Failure to yield right-of-way	11	7
Making improper entry or exit from traffic way	0	3
Operating without required equipment	n/a	2
All Other Factors	223	24

Source: FARS Final Files 2011-2014, Annual Report File 2015

BICYCLISTS

Bicyclist fatalities accounted for less than 2 percent of the total number of traffic fatalities in Connecticut in 2015. Annual bicyclist fatalities ranged from 3 and 8 during the 2011 to 2015 period. There were 437 non-fatally injured bicyclists involved in motor vehicle crashes in Connecticut in 2015, the lowest number in the last 5 years. The 2015 injury figure represents 1.3 percent of all motor vehicle related injuries.

Table OA-8. Bicyclists Killed and Injured, 2011-2015

	2011	2012	2013	2014	2015
Killed	8	4	3	4	3
Injured	561	558	495	513	437

Sources: Connecticut Crash Data Repository, FARS

Table OA-9 shows that bicyclist fatalities have decreased in Connecticut between 2011 and 2015. During the 5-year period of 2011 to 2015, the number of bicyclist fatalities in Connecticut each year ranged between 3 and 8.

TABLE OA-9. Connecticut Bicyclist Fatalities

	2011	2012	2013	2014	2015	Change 2011-15 %
Connecticut	8	4	3	4	3	-62.5%

Source: FARS Final Files 2011-2014, Annual Report File 2015

Bicyclist fatalities have generally represented approximately 2 percent of all Connecticut fatalities.

TABLE OA-10. Connecticut Bicyclist Fatalities as Percent of Total Fatalities

	2011	2012	2013	2014	2015
Connecticut	3.6%	1.5%	1.0%	1.6%	1.1%

Source: FARS Final Files 2011-2014, Annual Report File 2015

Bicycle Performance Measures

	2011	2012	2013	2014	2015
Bicyclists Killed and Injured per 100k Population	16	16	14	14	12
Percent Bicyclists Helmeted	30%	32%	29%	32%	27%

Source: Connecticut Crash Data Repository

PEDESTRIANS

Table OA-11 shows that the number of pedestrian fatalities in Connecticut fluctuated over the 5-year period of 2011 to 2015. In 2015, there were 45 pedestrian fatalities, a 73 percent increase from the 26 fatalities observed in 2011. The pedestrian fatality rate for Connecticut in 2015 was 1.3 per 100,000 population (Table OA-11). Pedestrian fatalities in Connecticut accounted for 16.9 percent of all motor vehicle crash victims in 2015.

Table OA-11. Connecticut Pedestrian Fatalities

	2011	2012	2013	2014	2015	Change 2011-15 %
Fatalities	26	43	37	47	45	73.1%
% of Total Fatalities	11.8%	16.3%	12.9%	19.0%	16.9%	
Fatality Rate per 100k pop	0.7	1.2	1.0	1.3	1.3	73.2%

Sources: FARS Final Files 2010-2014, Annual Report File 2015

Table OA-12 shows the number of fatally and non-fatally injured pedestrians in the State over the 2011 to 2015 period. The 2015 State's non-fatal injury pedestrian rate was 31 per 100,000 population, the highest rate in the last five years.

Table OA-12. Number of Pedestrians Killed and Injured

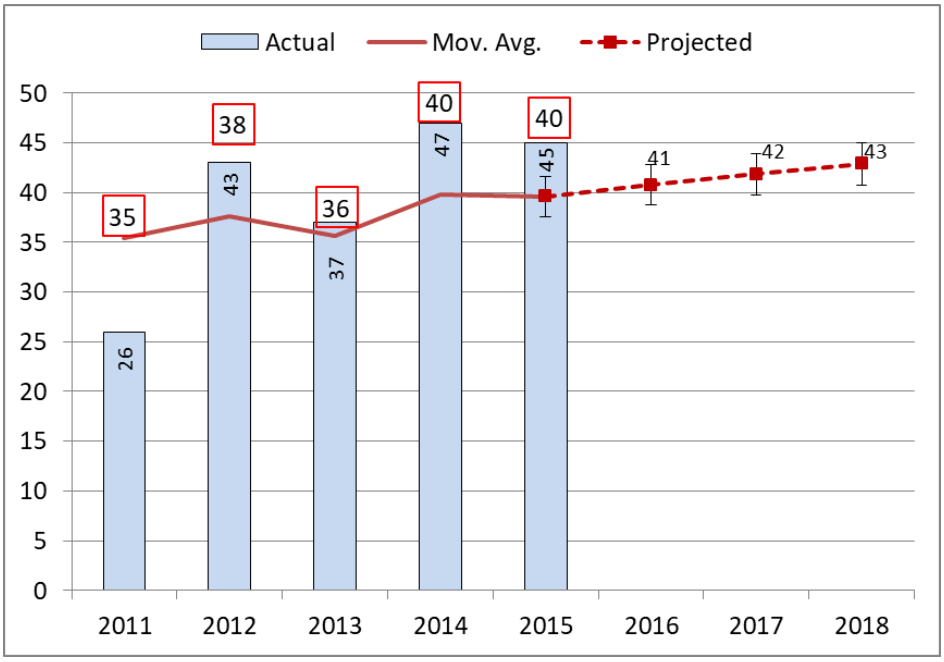
	2011	2012	2013	2014	2015
Killed	26	36	36	47	45
Total Injured	1,069	1,063	1,018	1,020	1,173
Serious (A) Injury	179	176	175	160	194
Moderate (B) Injury	472	437	412	464	570
Minor (C) Injury	418	450	431	396	409
Fatality Rate per 100,000 Pop.	0.7	1.2	1.0	1.3	1.3
Non-Fatal Injury Rate per 100,000 Pop.	30	30	28	28	31

Sources: Connecticut Crash Data Repository; FARS Final Files 201a-2014, Annual Report File 2015

Figure OA-2 shows the number of pedestrian fatalities and 5-year moving averages for the period 2011-2015. Overall, it shows an uneven pattern and projections show a slight increase, projecting 41 pedestrian fatalities in 2016, 42 in 2017, and 43 fatalities in 2018.

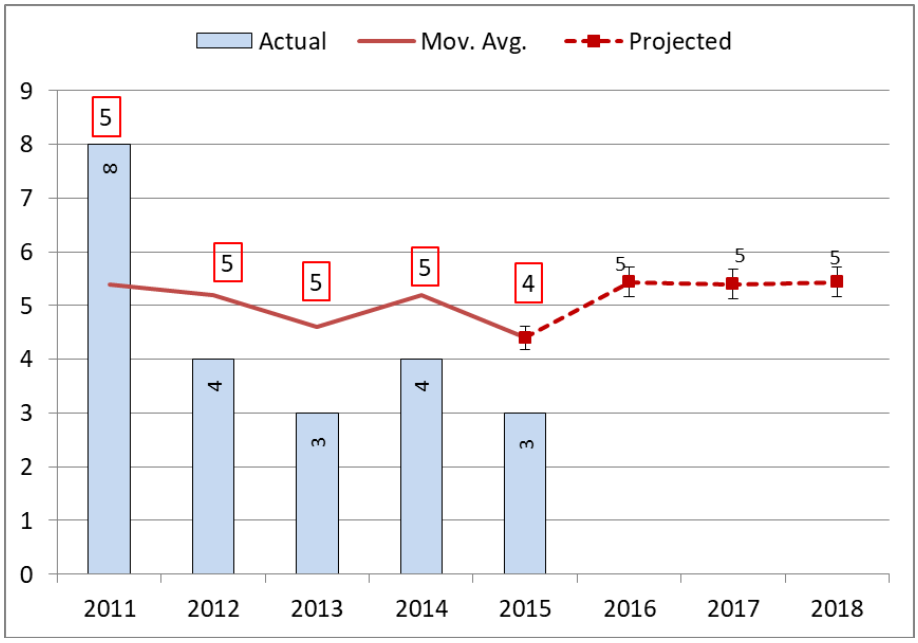
The following performance measures have been selected based on their ability to indicate trends in pedestrian fatalities over extended periods of time. While some absolute numbers may be higher from year to year, moving average and trend data may show modest projected decreases over time. These projections are then applied during the goal selection process.

Figure OA-2. Pedestrian Fatalities



Source: FARS final files 2011-2014, Annual Report File 2015

Figure OA-3. Bicyclist Fatalities



Source: FARS final files 2011-2014, Annual Report File 2015

Performance Goals

To maintain the five year moving average of 4 (2011-2015) bicyclist fatalities during 2018.

- Bicyclist fatalities have remained fairly steady with the exception of the 8 killed in 2011 during the five year reporting period. The five year moving average trend projects an increase in this measure.
- In addition to this projected increase, preliminary data indicate this measure will increase during the planning period. Finalized 2016 FARS data was not available at the time of goal setting for the 2018 planning period. Preliminary 2016 data show the fatality total of 7 bicyclists to represent an increase from previous years in the five year moving average period.
- For this reason, the bicyclist fatality trend is expected to increase during the planning period.

To maintain the five year moving average of 40 (2011-2015) pedestrian fatalities during 2018.

- Pedestrian fatalities have generally increased during the five year reporting period along with the five year moving average trend.
- In addition to this projected increase, preliminary data indicate this measure will increase during the planning period. Finalized 2016 FARS data was not available at the time of goal setting for the 2018 planning period. Preliminary 2016 data show 57 pedestrian fatalities, an increase from previous years in the five year moving average period.
- For this reason, pedestrian fatalities are expected to increase during the planning period.

Performance Objectives

To implement specific and targeted bicycle and pedestrian safety programs that aim to decrease the number of bicyclists and pedestrian fatalities in Connecticut.

Planned Countermeasures

The countermeasures for this program area directly correlate to the problem ID data listed above. Countermeasures are based on proven programs and NHTSA mobilizations, and are often selected from NHTSA's *Countermeasures That Wo*rk and sharing of best practices at national safety conferences such as the Governor's Highway Safety Association and Lifesavers as well as Transportation Safety Institute training courses.

The HSO will be coordinating with additional staff members in the DOT's Policy and Planning unit, included but not limited to the Safe *Routes to School* program, to engage community bicycle and pedestrian groups to best implement these new safety endeavors.

Pedestrian fatalities and injuries have continued to fluctuate to a significant degree on a yearly basis in Connecticut. The HSO acknowledges these increases indicate action is warranted to address this issue, but will focus primarily on internal DOT initiatives with the limited Federal 402 funding available. A coordinated effort is currently underway in the DOT with the SHSP, and transfer funds will be dedicated to this matter. To address the steady number of pedestrian fatalities, countermeasures will include both engineering and behavioral solutions as part of the coordination with the SHSP. These solutions will address the four E's of Education, Engineering, Enforcement, and Emergency Medical services. This cooperative effort is anticipated to be incorporated into the evolving SHSP document.

Anticipated activities and programs include implementation of public information and new education campaigns. Further efforts will be made to coordinate with non-motorized transportation representatives and groups to better identify and address injuries and fatalities to bicyclists and pedestrians.

Projected traffic safety impact as a result of countermeasures selected in this area:

- Slowing the increasing number of pedestrian fatalities and injuries as a result of traffic crashes
- Greater awareness among motorists of the need to share the road with pedestrians and bicyclists

Task 1

Project Title: Pedestrian and Bicycle Safety Media and Community Awareness Project

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Michael Whaley

Countermeasure: Pedestrians 3.1, Bicycles 1.3, 2.2 *Countermeasures That Work*

Indirect Rate: This project will include indirect costs per federally approved negotiated rate. This amount will be determined upon grant submission

According to the latest GHSA pedestrian report, the number of pedestrian fatalities in the United States increased 25% from 2010 to 2015, while at the same time total traffic deaths increased by about 6%. With these numbers increasing it is imperative that pedestrians and motor vehicle drivers need to understand the rules of the road so that all users can stay safe. As stated recent research has pointed to an increase in pedestrian deaths with some evidence suggesting that both distracted walking and distracted driving are playing a major role. The HSO will again partner with Connecticut Children's Medical Center (CCMC) to promote the 'Watch for Me CT' campaign which focuses on pedestrian safety as well as bicycle safety. This campaign will include the continued promotion of the website, digital advertising, billboards and social media to spread the message to the community. Since this campaign was launched in FY17, the next step for FY18 will be to develop a community outreach capacity. This will be achieved through CCMC hiring a staff person to dedicate solely to promoting this campaign in communities throughout Connecticut on a day to day basis. Part of their responsibilities will include engaging metropolitan planning organizations who will be able to request funding to create 'Watch for Me CT' brochures, pamphlets and other appropriate educational materials that include specific information related to their communities.

Funding Source	Project Number	Agency	Title	$ Amount
402-PS	**0198-0710-AC**	**Connecticut Children's Medical Center**	**Pedestrian Safety Awareness Project**	**$350,000**

Task 2

Project Title: Public Information and Education/Community Outreach to Pedestrians and Bicyclists

Administrative Oversight: Department of Transportation, Highway Safety

Office *Staff Person*: Michael Whaley

Countermeasure: Pedestrians 3.1, Bicyclists 1.3, 2.2 *Countermeasures That Work*

This task will allow the HSO to provide public information and educational materials to invested stakeholders regarding pedestrian and bicycle safety. The HSO developed the 'Watch for Me CT' campaign with Connecticut Children's Medical Center and this task will allow the further promotion of this campaign. In support of these visual messages, public outreach will be conducted at assigned venues through tabling events that provide the opportunity to directly communicate with pedestrians, bicyclists and the driving community to spread awareness about the safety of all road users. The HSO has not had dedicated pedestrian and bicycle information to distribute and now that the 'Watch for Me CT' website is live and the media campaign was launched it will be a good opportunity to build on the momentum created by this campaign.

Fund	Project number	Agency	Title	$ Amount
402-PS	**0198-0710-AE**	**CT-DOT/HSO**	**PI&E**	**$45,000**

Task 3

Project Title: Pedestrian Training for Law Enforcement

Administrative Oversight: Department of Transportation, Highway Safety

Office *Staff Person*: Michael Whaley

Countermeasure: Pedestrians, 4.4 *Countermeasures That Work*

Following the law enforcement training courses in North Carolina and New York for pedestrian safety, the HSO is working with NHTSA and the UConn Technology Transfer Center to develop a 'train the trainer' course specific to Connecticut pedestrian laws. UConn will use their Crash Data Repository to take an in-depth look at pedestrian crash factors to ensure these issues are incorporated into the law enforcement training. It will be encouraged that good behavior is awarded with the help of local businesses to encourage pedestrians to follow the rules of the road and travel safely when they are walking on the roadway. It has been determined there is some confusion regarding the specifics of Connecticut pedestrian laws so this will be a good opportunity to create a refresher template for law enforcement so they can confidently seek out pedestrian and drivers who are not following the rules of the road and putting pedestrians in jeopardy of being involved in a crash.

Fund	Project number	Agency	Title	$ Amount
402-PS	**0198-0710-AF**	**CT-DOT/HSO**	**Law Enforcement Training**	**$75,000**

Task 4

Project Title: Youth Camp to Develop Pedestrian and Bicycle Safety Advocates

Administrative Oversight: Department of Transportation, Highway Safety

Office *Staff Person*: Michael Whaley

Countermeasure: Pedestrians, 2.2, Bicycles 1.2, 1.3 *Countermeasures That Work*

With the goal of establishing a train the trainer program, the HSO aims to work in partnership with the Connecticut Transportation Institute (CTI) to bring youths to a summer camp on the UConn campus for a hands-on opportunity to learn about pedestrian and bicycle safety. This program would include extensive training on not only pedestrian and bicycle laws but also allow them the opportunity to see the newest research technology related to crash data and driving technology. This in-depth look at pedestrian and bicycle topics would also include Road Safety Assessments led by CTI and provide a comprehensive learning experience to make these youths prepared to return to their community and be advocates for safety. Following this training experience it is envisioned that they will establish a program where they will be responsible for mentoring school aged children about being safe road users, especially when walking or biking in town.

Fund	Project number	Agency	Title	$ Amount
405h-2 (FHPE)	**0198-0746-2-AB**	**CT-DOT/HSO**	**Youth Camp for Ped/Bike Advocates**	**$100,000**

Task 5

Project Title: Highway Safety Related Support for Regional Councils of Governments

Administrative Oversight: Department of Transportation, Highway Safety Office *Staff Person*: Michael Whaley

Countermeasure: Pedestrians, 2.2, Bicycles 1.2, 1.3 *Countermeasures That Work*

There are nine planning regions in Connecticut which provide a geographic framework for municipalities to allow them to address and coordinate common interests with state plans and programs. In previous planning meetings, Councils of Governments (COGs) have expressed interest in partnering with the HSO to create specific programs focusing on educating pedestrians and bicyclists in their region in compliance with NHTSA guidelines. The HSO anticipates partnering with interested COGs to customize pedestrian and bicycle programs or information which would enhance educational components by referencing municipality specific crash data as opposed to nation or statewide data which may not apply to certain areas of Connecticut. The COGs will have the opportunity to evaluate their region specific data and determine any areas in which data suggests there are overrepresented roadways for pedestrian and bicycle crashes. The COGs can also use this data to develop an educational piece such as a school based curriculum to educate youths on the rules of the road in communities that have prevalent non-motorized transportation issues or concerns.

Fund	Project number	Agency	Title	$ Amount
405h-1 (FHX)	**0198-0746-1-AA**	**Council of Governments**	**COG Support**	**$150,000**

Task 6

Project Title: Hazard Elimination Program

Administrative Oversight: Department of Transportation, Highway Safety Office Staff Person: Joseph Cristalli/Kathryn Faraci

Countermeasure: Hazard Elimination

This task will utilize penalty transfer funds (SAFETEA-LU authorization) for proposed improvements to guide rail, signing, traffic signals, rumble strips, pavement markings, behavioral safety programs and accommodations for bicycling and walking to reduce pedestrian and bicycle injuries and fatalities as well as improve crash data systems. The improvements will be reviewed

and approved by the Federal Highway Administration with NHTSA and HSO concurrence and implemented by the Department of Transportation's Division of Traffic Engineering in order to verify that the project will provide a positive safety improvement benefit.

Funding Source	Project Number	Agency	Title	$ Amount
154-HE	**0198-0154-ZZ**	**CT-DOT**	**Completed Construction Projects - Final Audit**	**$100,000**
154-HE	**0198-0154-PS**	**CT-DOT**	**Statewide Pedestrian-Bicycle Projects**	**$ 850,000**

The dollar amounts for each task are included for the purpose of planning only. They do not represent an approval of any specific activities and/or funding levels. Before any project is approved for funding, an evaluation of each activity is required. This evaluation will include a review of problem identification, performance goals, availability of funding and overall priority level.

Planning and Administration (P&A)

Planning and Administration

Performance Measure/Goal

To submit Highway Safety Plan including Federal 402/405 application(s) by July 1, 2018, Annual Evaluation Report by December 31, 2017 and to voucher to GTS monthly.

Task 1 — Planning and Administration Program Administration
Administrative Oversight: Department of Transportation, Highway Safety
Office Staff Person: Joseph Cristalli/Kathryn Faraci/Aaron Swanson/Christine Biske/Anila Hafeez

The Connecticut Office of Highway Safety will serve as the primary agency responsible for ensuring that highway safety concerns for Connecticut are identified and addressed through the development and implementation of appropriate countermeasures.

The Planning and Administration Area includes the costs necessary that are related to the overall management of the programs and projects for the 2018 HSP. The goal is to administer a fiscally responsible, effective highway safety program that is data driven, includes stakeholders, and addresses the State's specific safety characteristics.

HSO will continue to work with traffic safety stakeholders, including state and local law enforcement agencies and all grant recipients. Administer the statewide traffic safety program; Implement the 2018 HSP and develop future initiatives; provide sound fiscal management for traffic safety programs; coordinate state plans with other Federal, state, local agencies; and assess program outcomes.

The task will include coordination of activities and projects outlined in the HSP including statewide coordination of program activities, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2 Office. Funding will be provided for personnel, employee-related expenses and staff members travel; materials, supplies and other related operating expenses.

The Planning and Administration section will also cover the following tasks:

- Provide data required for Federal and state reports, provide program staff, professional development, travel funds, space, equipment, materials, and fiscal support for all programs.

- Provide data and information to policy and decision-makers on the benefits of various traffic safety laws.

- Identify and prioritize highway safety problems for future HSO attention, programming, and activities.

- Conduct program management and oversight for all activities within this priority area.

- Participate on various traffic safety committees.

- Promote safe driving activities.

- Equipment costs related to completion of highway safety plans, reports and grant management.

- Prepare and submit the 2017 Annual Report by December 31, 2017.

- Prepare and submit the 2019 HSP and 405 Application by July 1, 2018.

Funding Source	Project Number	Agency	Title	$ Amount
402-PA	**0198-0733-AA**	**CT-DOT/HSO**	**Planning and Administration**	**$325,000.00**

The dollar amounts for this task are included for the purpose of planning only. They do not represent an approval of any specific activities and/or funding levels. Before any project is approved for funding, an evaluation of each activity is required. This evaluation will include a review of problem identification, performance goals, availability of funding and overall priority level.

Other Highway Safety Funds

The following is a list of other areas where non-NHTSA safety funds are spent whether they are at the local, State or Federal level:

Traffic Records			
Project	Component of Highway Safety Impacted	Organization	Estimated Cost
Project – Reference in TR Strategic Plan (July 2013)	*Component of TSIS Supported/Impacted*	*State/Local Agency Responsible*	*Estimate (and Source) of Funding Provided*
CIVLS (p.191)	Driver Licensing / Vehicle Registration	DMV	$30 million - State
Transportation Safety Research Center (TSRC) (p.119 as a 7th Year Project - Crash Data Rep)	Motor Vehicle Crash / Roadway	DOT	$600 thousand - FHWA
Other CDIP Related – Example, Data Champion (p.14), PR-1 Backlog (p.12)	Motor Vehicle Crash	DOT	$500 thousand - FHWA
Commercial Vehicle Safety Division (DMV) (p.193)	Commercial Motor Vehicle Crash and Traffic Enforcement (Citation)	DMV	$300 thousand - FMCSA
CIDRIS (p.185)	Driver / Impaired Driving Enforcement	OPM	$300 thousand - DPS
CRCOG – Project Management Expertise Provided (Refer to multiple year 408 & 405 projects)	Motor Vehicle Crash and Traffic Enforcement (Citation)	CRCOG	$500 thousand - CRCOG
CODES (p.188)	Motor Vehicle Crash / EMS / Emergency Dept/ Trauma / Mortality / CHIME (Hospital Information)	DPH	$300 thousand - CDC
Injury Surveillance System (ISS)	EMS / Emergency Dept / Hospital Admin & Discharge / Long-Term Care / MV Crash / Vital Stats / Crime Events	DPH	$1 million - CDC
DMV Out-of-State Compact Notice Scanning & Data Entry System	Driver / Traffic Citation	DMV	100 thousand - State
Combined Digital Roadway Network (DRN) (p.183) and Road Inventory System (RIS) (p.34)	Roadway	DOT	$5 million - State / FHWA

Impaired Driving			
Project	*Component of Highway Safety Impacted*	*Organization*	*Estimated Cost*
Court Support	Impaired Driving	Mothers Against Drunk Driving (MADD)	$150,000
Governor's Teen Taskforce Media Campaign	Teen Driving	State Agencies/Traveler's Insurance	$100,000
Underage drinking prevention	Teen Driving	Underage Drinking Coalition	$200,000
Motorcycle			
Project	*Component of Highway Safety Impacted*	*Organization*	*Estimated Cost*
Motorcycle Safety Funds (811 – State Funds)	Rider Training	Department of Motor Vehicles	$470,000
Occupant Protection			
Project	*Component of Highway Safety Impacted*	*Organization*	*Estimated Cost*
Municipal Rollover/Seatbelt Convincer (not funded by HSO)	Seatbelt Safety	CPCA	$300,000
Fitting stations and education and outreach	Child Passenger Safety	SAFEKIDS	$800,000
1906 - Profiling			
Project	*Component of Highway Safety Impacted*	*Organization*	*Estimated Cost*
Judicial integration with E-Citation data collection (State Funds)	Traffic stop ethnicity data	Connecticut Office of Policy and Management	$300,000

Attitudes and Awareness

CT Holiday Safe Driving Campaign – DMV Results
November 2014 vs. January 2015

The purpose of this memo is to outline the Connecticut Department of Transportation's Highway Safety Office results for Wave 1 (pre) and Wave 3 (post) of the DMV survey effort surrounding the Holiday 2014 Safe Driving Initiative. A one-page questionnaire was distributed in DMV offices and was designed to assess respondents' knowledge and awareness of the paid media that was purchased by the Highway Safety Office and aired surrounding the holiday season (pre-Thanksgiving though New Year's). The participation of the DMV offices was essential in our analysis of the campaign and we would like to extend our thanks and gratitude to each office for their efforts. Nine CT DMV offices were visited: Bridgeport, Danbury, Hamden, New Britain, Norwalk, Norwich, Waterbury, Wethersfield and Winsted. The first wave of DMV surveys was conducted directly before the media began (November 18 – 22, 2014) and another wave was collected directly afterward (January 2 – 8, 2015).

A snapshot of the results is provided below whereas detailed analysis of the two survey waves is provided in the following pages. Results indicate increases in perception of enforcement severity between the pre Wave and the post Wave for both general traffic enforcement and DUI enforcement. Awareness of the safe driving message and slogan recognition did not differ much between the pre Wave and the post Wave. The number of respondents that reported having recently "*read, seen, or heard anything*" about safe driving remained at 60.9 percent from baseline to post Wave. Recognition of the slogan "***Drive Sober of Get Pulled Over***" increased significantly, from 41.3 percent at baseline to 52.2 percent in the post Wave, $p<.0001$.

The tables that follow summarize respondent characteristics as well as survey question results across the two waves. All statistical significance testing was done with chi-square analysis at the $p<0.01$ level.

Basic Information and Demographics

Approximately 140-150 surveys were collected in each office in each of the waves (Table 1). There were a total of 2,771 survey respondents in the pre and post waves, 1,388 pre-campaign and 1,383 post-campaign.

Table 1. Number of Completed Surveys by DMV Office Location, by Wave

Office Location	Pre Wave	Post Wave
Bridgeport	150	153
Danbury	150	154
Hamden	159	154
New Britain	158	158
Norwalk	155	154
Norwich	151	155
Waterbury	150	153
Wethersfield	158	149

Winsted	157	153

Table 2 summarizes the demographic characteristics of the survey respondents. During both pre Wave and post Wave, a little more than half (56.3% and 53.9%, respectively) of survey respondents were male. During both waves, the two most common reported age categories for respondents were 21-34 year olds (26.6% in pre Wave and 31.0% in post Wave) and 35-49 year olds (31.5% in pre Wave and 27.4% in post Wave). The majority of respondents were White in both waves (71.6% in pre Wave and 69.6% in post Wave). Approximately 18 percent of respondents were Hispanic (18.8% in pre Wave, 17.6% in post Wave).

Table 2. Demographic Characteristics of Survey Respondents

Characteristic	Pre Wave	Post Wave
Sex		
Male	56.3%	53.9%
Female	43.7%	46.1%
Total (N)	***100%***	***100%***
	(N=1,384)	***(N=1,368)***
Age		
Under 18	1.2%	1.0%
18-20	4.1%	4.6%
21-34	26.6%	31.0%
35-49	31.5%	27.4%
50-59	19.1%	20.3%
60+	17.5%	15.7%
Total (N)	***100%***	***100%***
	(N=1,381)	***(N=1,378)***
Race		
White	71.6%	69.6%
Black	11.2%	13.1%
Asian	3.6%	3.2%
Native American	0.5%	0.3%
Other	11.9%	12.9%
Multiple	1.2%	1.0%
Total (N)	***100%***	***100%***
	(N=1,324)	***(N=1,322)***
Hispanic		
Yes	18.8%	17.6%
No	81.2%	82.4%
Total (N)	***100%***	***100%***
	(N=1,329)	***(N=1,306)***

Belt & Alcohol Use

Tables 3 to 6 summarize and compare the findings for pre Wave and post Wave by question. Questions were grouped together with others based on subject similarity.

There was no significant change in reported seat belt use between pre Wave and post Wave. Percentage of Respondents that indicated "*Always*" wearing their seat belts increased slightly from 85.7 percent in pre Wave to 86.3 percent in post Wave (see Table 3). More than 85 percent of Respondents indicated that, in the past 30 days, they had not once driven within two hours of drinking.

Table 3. Belt Use and Alcohol Use, Questions 7 & 12

Question	Pre Wave	Post Wave
Q7. How often do you use seat belts when you drive/ride in a car, van, SUV or pick up?		
Always	85.7%	86.3%
Nearly Always	8.5%	7.3%
Sometimes	3.5%	4.4%
Seldom	1.5%	0.9%
Never	0.9%	1.2%
Total (N)	***100%***	***100%***
	(N=1,382)	***(N=1,375)***
Q12. In the past 30 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?		
None	86.5%	86.0%
1 or 2 times	8.1%	8.0%
3 or more times	5.4%	5.0%
Total (N)	***100%***	***100%***
	(N=1,307)	***(N=1,272)***

Perception of Severity of Enforcement & Experience with Enforcement

DMV survey responses indicated some increases in perception of enforcement severity (Table 4). Respondents evaluated that their chance of "*Always*" receiving a ticket for not using a seat belt was 26.1 percent in both Waves. More than a quarter (28.6 percent) of pre Wave respondents judged that state and local police enforced seat belt laws "*Very Strictly*" compared to 33.5 percent in post Wave. There was a marginally significant increase in proportion of Respondents who judged that State and Local police enforced drinking and driving laws and overall driving laws "*Very Strictly*". More than half (53.5%) of pre Wave respondents reporting that State and Local police enforced drinking and driving laws *"Very Strictly*", compared to 59.2 percent of post Wave Respondents(p<.05). Overall traffic laws were perceived to be enforced *"Very Strictly"* by 28.0 percent of pre Wave respondents compared to 32.0 percent in the post Wave (p<.05).

Table 4. Survey Questions 8, 11, 13, 14, 15

Question	Pre Wave	Post Wave
Q8. What do you think the chances are of getting a ticket if you don't use your seatbelt?		
Always	26.1%	25.5%
Nearly Always	16.3%	17.4%
Sometimes	38.6%	36.9%
Seldom	12.7%	14.3%
Never	6.3%	6.0%
Total (N)	***100% (N=1,365)***	***100% (N=1,367)***
Q11. Do you think state and local police enforce the seat belt laws:		
Very Strictly	28.6%	33.5%
Somewhat Strictly	42.8%	41.1%
Not Very Strictly	21.6%	18.9%
Rarely	5.1%	4.7%
Not at All	1.9%	1.8%
Total (N)	***100% (N=1,341)***	***100% (N=1,354)***
Q13. What do you think the chances are of getting arrested if you drive after drinking?		
Always	32.3%	34.0%
Nearly Always	22.8%	22.9%
Sometimes	30.6%	30.5%
Seldom	6.0%	4.8%
Never	8.3%	7.8%

Total (N)	***100% (N=1,348)***	***100% (N=1,349)***

Question	Pre Wave	Post Wave
Q14. Do you think state and local police enforce the drinking and driving laws:		
Very Strictly	53.5%	59.2%^
Somewhat Strictly	36.8%	32.3%
Not Very Strictly	6.8%	6.7%
Rarely	1.6%	0.7%
Not at All	1.3%	1.2%
Total (N)	***100% (N=1,349)***	***100% (N=1,353)***
Q15. Do you think state and local police enforce the overall traffic laws:		
Very strictly	28.0%	32.0%^
Somewhat Strictly	53.5%	51.5%
Not Very Strictly	14.2%	13.3%
Rarely	3.5%	1.9%
Not at All	0.9%	1.2%
Total (N)	***100% (N=1,352)***	***100% (N=1,356)***

^ Significant at $p<.05$

DMV survey responses indicated that respondents had some personal experience with enforcement (Table 5). Respondents were asked if they had ever received a ticket for not wearing a seat belt. There was a non-significant change between waves; 13.5 percent respondents indicated they had received a ticket in pre Wave compared to 12.7 percent in post Wave. There was no change in percentage of respondents indicating having gone through an alcohol checkpoint in the past 30 days (14.1% in pre Wave compared to 14.2% in post Wave). There was a non-significant decrease in percentage of respondents that indicated having gone through a seat belt checkpoint in the past 30 days, from 17.7 percent in pre Wave to 15.9 percent in post Wave. Approximately 10 percent of Respondents reported having received a ticket for cell phone use. The rate of ticketing showed no change from pre Wave (10.5%) to post Wave (9.2%).

Table 5. Survey Questions 9, 18, 19, 20

Question	Pre Wave	Post Wave
Q9. Have you ever received a ticket for not wearing your seat belt?		
Yes	13.5%	12.7%
No	86.5%	87.3%
Total (N)	***100% (N=1,362)***	***100% (N=1,360)***
Q18. In the past 30 days, have you gone through a checkpoint where police were looking for alcohol-impaired drivers?		
Yes	14.1%	14.2%
No	85.9%	85.8%
Total (N)	***100% N=1,336)***	***100% (N=1,342)***
Q19. In the past 30 days, have you gone through a checkpoint where police were looking for unbelted drivers?		
Yes	17.7%	15.9%
No	82.3%	84.1%
Total (N)	***100% N=1,328)***	***100% (N=1,339)***
Q20. Have you ever received a cell phone ticket?		
Yes	10.5%	9.2%
No	89.5%	90.2%
Total (N)	***100%***	***100%***

	N=1,333)	(N=1,342)

Awareness of Safe Driving Message and Slogan Recognition

DMV survey responses indicated some significant increase in public awareness of safe driving messages from pre Wave to post Wave. There was no change in percentage of respondents indicating having *"read, seen or heard anything about safe driving in Connecticut"* from pre Wave to post Wave, with both waves at 60.9 percent. Those answering yes to this survey question were then asked about the source of the message. Results are summarized in Table 6. Respondents were also asked if they knew the name of any safe driving enforcement program in Connecticut. The slogan "***Drive Sober of Get Pulled Over"*** was recognized by 41.3 percent of respondents in pre Wave compared to 52.2 percent of respondents in post Wave, p<.0001. No other slogan showed a significant increase.

Table 6. Survey Questions 16 and 17

Question	Pre Wave	Post Wave
Q16. Have you recently read, seen, or heard anything about safe driving in Connecticut?		
Yes	60.9%	60.9%
No	39.1%	39.1%
Total (N)	***100% (N=1,334)***	***100% (N=1,342)***
Q16a. Where did you see or hear about anything about safe driving in Connecticut?		
Newspaper	28.5%	24.3%
Radio	37.1%	38.9%
TV	58.7%	60.8%
Poster/Billboard	36.9%	39.6%
Bus	7.4%	10.6%^
Checkpoint	11.9%	12.3%
Movie	5.8%	5.7%
Other	10.6%	10.6%
Q17. Do you know the name of any safe driving enforcement program(s) in CT?		
Drive Sober or Get Pulled Over	41.3%	52.2%*
Buzzed Driving is Drunk Driving	25.7%	28.6%
Click it or Ticket	72.6%	74.7%
Don't Let This Holiday Be Your Last	13.6%	14.5%
Drunk Driving. Over the Limit. Under Arrest	21.5%	23.9%
You Drink & Drive. You Lose	31.8%	31.2%
A Happy Holiday is a Safe Holiday	8.5%	10.0%
Friends Don't Let Friends Drive Drunk	44.7%	44.3%
Buckle Up CT	31.0%	31.0%
SubtraCT the Distraction	2.4%	2.2%

U Drive. U Text. U Pay	32.3%	31.5%

*****Significant at $p<0.01$
^Significant at $p<0.05$

Awareness of Laws and Fines

Survey questions also inquired about respondents' knowledge of seat belt fines and cell phone use fines

There were no significant changes in reported knowledge of either belt or cell phone fines. The most commonly reported fine for a seat belt violation was between $86 and $115, reported by 32.2 percent of pre Wave respondents, compared to 32.0 percent of post Wave respondents. The most commonly reported fine for a first offense cell phone violation was between $100 and $125, reported by 41.6 percent of Respondents in the pre Wave, compared to 38.9 percent of respondents in the post Wave.

Table 7. Survey Questions 10and 21

Question	Pre Wave	Post Wave
Q10. What is the fine for violating the seat belt law in Connecticut?		
Less than $35	2.8%	2.4%
$35 to $50	14.3%	12.8%
$51 to $65	9.7%	11.6%
$66 to $85	15.9%	14.0%
$86 to $115	32.2%	32.0%
More than $115	25.2%	27.2%
Total (N)	***100% (N=1,153)***	***100% (N=1,186)***
Q21. What is the first offense fine for violating the cell phone law in Connecticut?		
$99 or less	15.5%	13.8%
$100 to $125	41.6%	38.9%
$126 to $150	14.2%	17.8%
$151 to $175	10.0%	8.6%
$176 to $200	8.8%	8.8%
More than $200	10.0%	12.2%
Total (N)	***100% (N=1,095)***	***100% (N=1,131)***

Connecticut Click It or Ticket Campaign 2015 - DMV Results

The purpose of this memo is to share with the Connecticut Department of Transportation's Highway Safety Office (HSO) results for Wave 1 (pre) and Wave 2 (post) of the DMV survey effort surrounding the 2015 Click It or Ticket Initiative. A one-page questionnaire was distributed in DMV offices designed to assess respondents' knowledge and awareness of the paid media that was purchased by HSO. The participation of the DMV offices was essential in our analysis of the campaign and we would like to extend our thanks and gratitude to each office for their efforts. Nine CT DMV offices were visited: Bridgeport, Danbury, Hamden, New Britain, Norwalk, Norwich, Waterbury, Wethersfield, and Winsted. The first wave of DMV surveys was conducted directly before the media began and the second wave was collected directly afterward.

A snapshot of the results is provided below whereas detailed analysis of the two survey waves is provided in the following pages. Results indicate that self-reported belt use decreased slightly from Wave 1 to Wave 2. More than eighty percent (86.2%) of respondents reported "*Always*" wearing their seatbelt in Wave 1 dropping (nonsignificantly) to 85.4 percent in Wave 2. The percentage of respondents indicating the chance of getting a ticket was *"Always"* remained stable. Just over one third of respondents indicated that State and Local police enforced the seat belt law *"Very Strictly"* with small decreases from Wave 1 to Wave 2. Respondent personal experience of enforcement increased significantly from Wave 1 to Wave 2 (from 19.8% to 24.7%). Fine awareness also showed significant improvement (35.9% to 39.8%) Awareness of the safe driving messages showed a significant increase from Wave 1 to Wave 2. The number of respondents that reported having "*read, seen, or heard anything*" about extra belt enforcement in Connecticut increased significantly, as did percentage of respondents having read, seen or heard *"anything about belts in Connecticut".* When asked where the safe driving message was heard, the most common answers were *TV and radio*. Recognition of the "***Click It or Ticket***" campaign slogan increased from 87.9 percent in Wave 1 to 90.8 percent in Wave 2.

The tables that follow summarize respondent characteristics as well as survey question results across the two waves. All statistical significance testing was done with chi-square analysis.

Basic Information and Demographics

Approximately 150 surveys were collected in each office for each wave (Table 1). There were a total of 2,763 survey respondents, 1,392 pre-campaign and 1,371 post-campaign.

Table 1. DMV Office Location and Number of Completed Surveys, by Wave

Office Location	Wave 1	Wave 2
Bridgeport	149	151
Hamden	158	153
Danbury	155	154
New Britain	151	151
Norwich	156	151
Waterbury	156	153
Wethersfield	156	150
Winsted	154	152
Norwalk	157	156

Table 2 summarizes the demographic characteristics of survey respondents. During both Wave 1 and Wave 2, just over half (52.8% and 53.4%, respectively) of survey respondents were male. During both waves, the two most common reported age categories for respondents were 35-49 year olds (28.8% in Wave 1 and 26.8% in Wave 2) and 21-34 year olds (28.6% in Wave 1 and 27.4% in Wave 2). The majority of respondents were White (68.5% in Wave 1 and 70.0% in Wave 2). Just over 20 percent of respondents were Hispanic (24.2% in Wave 1, 20.2% in Wave 2). Significant differences in Wave 1 vs Wave 2 responses for age ($p < .0001$) and Hispanic status ($p < .05$) were also found.

Table 2. Demographic Characteristics of Survey Respondents

Characteristic	Wave 1	Wave 2
Gender		
Male	52.8%	53.4%
Female	47.2%	46.6%
Total (N)	***100% (N=1,384)***	***100% (N=1,366)***
Age		
Under 18	0.9%	2.9%*
18-20	3.5%	6.6%
21-34	28.6%	27.4%
35-49	28.8%	26.8%
50-59	21.3%	20.0%
60+	16.8%	16.4%
Total (N)	***100% (N=1,383)***	***100% (N=1,368)***
Race		
White	68.5%	70.0%
Black	10.2%	11.5%
Asian	3.8%	3.3%

Native American	0.8%	1.1%
Other	15.8%	13.0%
Multiple	0.9%	1.1%
Total (N)	***100% (N=1,302)***	***100% (N=1,312)***
Hispanic		
Yes	24.2%	20.2%^
No	75.8%	79.8%
Total (N)	***100% (N=1,308)***	***100% (N=1,300)***
Driving Between Midnight and 4am		
None/Almost None	75.7%	75.4%
A Lot Less Than Half	16.4%	16.3%
About Half	4.7%	5.7%
A Lot More Than Half	1.6%	1.6%
All/Almost All	1.5%	1.0%
Total (N)	***100% (N=1,374)***	***100% (N=1,347)***

*****Significant at $p<0.01$ ^ $p<0.05$

Belt & Reason for Being Stopped by Police

Tables 3 to 7 summarize the findings for Wave 1 and Wave 2 by question. Questions were grouped together with others based on subject similarity.

There was a non-significant decrease in reported seat belt use from Wave 1 to Wave 2. The percentage of respondents reporting "*Always*" wearing their seat belts was 86.2 percent in Wave 1 compared to 85.4 percent in Wave 2 (see Table 3). Respondents were also asked "When you pass a driver stopped by police [in the daytime/in the nighttime], what do you think the stop was for?" Results for both daytime and nighttime are shown in Table 4.

Table 3. Self-Reported Belt Use, Question 11

Question	Wave 1	Wave 2
Q11. How often do you use seat belts when you drive/ride in a car, van, SUV or pick up?		
Always	86.2%	85.4%
Nearly Always	7.3%	8.8%
Sometimes	4.1%	3.0%
Seldom	1.1%	1.3%
Never	1.3%	1.5%
Total (N)	***100% (N=1,379)***	***100% (N=1,360)***

Table 4. Reasons for Being Stopped by Police, Questions 6 and 7 (multiple responses)

Question	Wave 1	Wave 2
Q6. When you pass a driver stopped by police *in the daytime*, what do you think the stop was for?		
Speeding	72.1%	73.2%
Seat Belt Violation	23.5%	21.9%
Drunk Driving	4.3%	5.5%
Reckless Driving	7.8%	8.2%
Registration Violation	8.2%	8.5%
Other	12.8%	14.2%
Total N	***N=1,355***	***N=1,323***
Q7. When you pass a driver stopped by police *in the nighttime*, what do you think the stop was for?		
Speeding	46.7%	46.2%
Seat Belt Violation	7.7%	7.0%
Drunk Driving	44.7%	47.9%
Reckless Driving	19.3%	18.1%
Registration Violation	5.1%	4.5%
Other	11.6%	11.6%
Total N	***N=1,345***	***N=1,333***

Perception of Severity of Enforcement & Experience with Enforcement

DMV survey responses showed no significant increase or decrease in perception of enforcement severity from Wave 1 to Wave 2 (Table 5). When asked to evaluate the chance of receiving a ticket for not using a seat belt, 25.6 percent of respondents in Wave 1 indicated it was "*Always*", compared to 25.5 percent in Wave 2. More than a third (38.2%) of Wave 1 respondents judged that State police enforced seat belt laws "*Very Strictly*" compared to 36.8 percent in Wave 2. When asked about severity of enforcement by Local police: 35.3 percent of Wave 1 respondents selected "*Very Strictly*", compared to 33.6 percent in Wave 2.

Table 5. Survey Questions 12, 13, 14

Question	Wave 1	Wave 2
Q12. What do you think the chances are of getting a ticket if you don't wear your seatbelt?		
Always	25.6%	25.5%
Nearly Always	19.2%	20.1%
Sometimes	38.8%	35.9%
Seldom	11.9%	14.3%
Never	4.5%	4.1%
Total (N)	***100% (N=1,377)***	***100% (N=1,351)***
Q13. Do you think the Connecticut State Police enforce the seat belt law:		
Very strictly	38.2%	36.8%
Somewhat Strictly	41.0%	42.7%
Not Very Strictly	15.9%	16.1%
Rarely	4.1%	3.2%
Not at All	0.9%	1.2%
Total (N)	***100% (N=1,374)***	***100% (N=1,349)***
Q14. Do you think the local police enforce the seat belt law:		
Very strictly	35.3%	33.6%
Somewhat Strictly	40.6%	42.1%
Not Very Strictly	18.1%	17.7%
Rarely	5.0%	4.6%
Not at All	1.1%	2.0%
Total (N)	***100% (N=1,368)***	***100% (N=1,347)***

DMV survey responses indicated that respondents had some personal experience with enforcement (Table 6). More than 10 percent of respondents received a belt ticket at some point (12.0% in Wave 1 vs. 14.5% in Wave 2). There was a significant increase in percentage of respondents having experienced seat belt enforcement in the past month, from 19.8 percent in Wave 1 to 24.7 percent in Wave 2 (p<.01). Participants were asked whether or not police should be able to stop a vehicle solely for a seat belt violation. There was little change from Wave 1 (76.1% responding *yes*) to Wave 2 (77.5%). Respondents were given a selection of dollar ranges to identify the Connecticut seat belt violation fine. More than a third (35.9% in Wave 1 and 39.8% in Wave 2) selected the corrected amount. Responses from Wave 1 to Wave 2 were significantly different (p < .05), with more respondents showing awareness for the correct fine amount in Wave 2 compared to Wave 1.

Table 6. Survey Questions 15, 17, 20 and 8

Question	Wave 1	Wave 2
Q15. Have you ever received a ticket for not wearing your seat belt?		
Yes	12.0%	14.5%
No	88.0%	85.5%
Total (N)	***100% (N=1,342)***	***100% (N=1,313)***
Q17. In the past month, have you personally experienced enforcement by police looking at seat belt use?		
Yes	19.8%	24.7%*
No	80.2%	75.3%
Total (N)	***100% (N=1,352)***	***100% (N=1,337)***
Q20. Should the police be able to stop a vehicle for a seat belt violation alone?		
Yes	76.1%	77.5%
No	23.9%	22.5%
Total (N)	***100% (N=1,329)***	***100% (N=1,308)***
Q8. What is the fine for violating the seat belt law in Connecticut?		
Less than $35	3.3%	1.8%
$35-$50	12.2%	10.9%
$51-$65	10.2%	8.7%
$66-$85	14.2%	15.0%
$86-$115	35.9%	39.8%^
Over $115	24.1%	23.8%
Total (N)	***100% (N=1288)***	***100% (N=1,260)***

*****Significant at p<0.01

^ p<0.05

Awareness of Seat Belt Message and Slogan Recognition

DMV survey responses indicated an increase in public awareness of seat belt messages from Wave 1 to Wave 2. There was a significant increase in percentage of respondents indicating having "*seen or heard about extra enforcement where police were looking at seat belt use"* from Wave 1 to Wave 2 (from 39.7% to 50.6%, respectively, $p<.0001$). When asked if they had recently "*read, seen or heard anything about seat belts in Connecticut*, 50.1 percent of respondents answered affirmatively in Wave 1 compared to 57.8 percent in Wave 2 ($p<.0001$). Those answering yes to the latter question were then asked about the source and the nature of the message. Results are summarized in Table 7. Respondents were also asked if they knew the name of any seat belt enforcement program in Connecticut. The campaign slogan, "***Click It or Ticket***" increased (nonsignificantly) in recognition from 87.9 percent in Wave 1 to 90.8 percent in Wave 2 (see Table 7).

Table 7. Survey Questions 16, 18, 19

Question	Wave 1	Wave 2
Q16. In the past month, have you seen or heard about extra enforcement where police were looking at seat belt use?		
Yes	39.7%	50.6%*
No	60.3%	49.4%
Total (N)	***100% (N=1,367)***	***100% (N=1,352)***
Q18. Have you recently read, seen, or heard anything about seat belts in Connecticut?		
Yes	50.1%	57.8%*
No	49.9%	42.2%
Total (N)	***100% (N=1,392)***	***100% (N=1,371)***
Q18a. Where did you see or hear about anything about safe driving in Connecticut? (multiple answers)		
Newspaper	17.9%	15.9%
Radio	32.2%	34.7%
TV	48.1%	46.2%
Internet	13.3%	15.9%
Brochure	5.3%	7.1%
Checkpoint	18.2%	21.4%
Other	19.2%	19.3%
Q18b. What type of message was it?		
Enforcement	16.2%	22.1%
Safety	8.5%	9.0%
Political Opinion	0.0%	1.4%
Don't Know/Don't Remember	2.8%	1.4%

Specific Slogan	72.5%	66.2%
Total (N)	***100% (N=142)***	***100% (N=145)***
Q19. Do you know the name of any safe driving enforcement program(s) in CT? (multiple responses)		
Buckled or Busted	7.7%	7.0%
Buckle Up Connecticut	21.2%	17.3%
Click It or Ticket	87.9%	90.8%
Operation Stay Alive	4.5%	4.4%

*****Significant at $p<0.01$

^ $p<0.05$

Perception and Awareness of Speed Enforcement

There was no change in reported speeding from Wave 1 to Wave 2. The percentage of respondents that reported "*Always*" driving over 35mph in a 30mph zone was 9.0 percent in both Waves 1 and 2 (see Table 8). DMV survey responses indicated a significant increase in public awareness of speed enforcement from Wave 1 to Wave 2. The percentage of Respondents indicating having "*read, seen or heard about speed enforcement"* was 46.6 percent in Wave 1 compared to 52.2 percent in Wave 2, $p<.01$. When asked to evaluate the chance of receiving a ticket for driving over the speed limit, 18.0 percent of Respondents in Wave 1 indicated it was "*Always*", compared to 18.2 percent in Wave 2. Details for these questions are shown in Table 8.

Table 8. Survey Questions 21, 22, 23

Question	Wave 1	Wave 2
Q21. On a local road with a speed limit of 30mph, how often do you drive faster than 35mph?		
Always	9.0%	9.0%
Nearly Always	15.1%	14.6%
Sometimes	42.7%	41.3%
Seldom	19.8%	21.5%
Never	13.4%	13.6%
Total (N)	***100% (N=1,362)***	***100% (N=1,339)***
Q22. Have you recently read, seen, or heard anything about speed enforcement?		
Yes	46.6%	52.2%*
No	53.4%	47.8%
Total (N)	***100% (N=1,336)***	***100% (N=1,319)***
Q23. What do you think the chances are of getting a ticket if you drive over the speed limit?		
Always	18.0%	18.2%
Nearly Always	22.4%	23.7%
Sometimes	47.5%	46.0%
Seldom	8.7%	9.0%
Never	3.3%	3.0%
Total (N)	***100% (N=1,350)***	***100% (N=1,328)***

*****Significant at $p<0.01$

^ $p<0.05$

2015 Connecticut Labor Day Impaired Driving Campaign
DMV SURVEY RESULTS

The purpose of this memo is to share with the Connecticut Department of Transportation's Highway Safety Office (HSO) results for Wave 1 (pre) and Wave 2 (post) of the DMV survey effort surrounding the Labor Day 2015 Impaired Driving Initiative. A one-page questionnaire was distributed in DMV offices and was designed to assess respondents' knowledge and awareness of the paid media that was purchased by the HSO and aired during the campaign. The participation of the DMV offices was essential in our analysis of the campaign and we would like to extend our thanks and gratitude to each office for their efforts. Nine CT DMV offices were visited: Bridgeport, Danbury, Hamden, New Britain, Norwalk, Norwich, Waterbury, Wethersfield and Winsted. The first wave of DMV surveys was conducted before any media or enforcement began (August 4 – August 8, 2015) and the second wave was collected directly afterward (September 8 – 18, 2015).

Detailed analysis of the two survey waves is provided in the following pages. A snapshot of the results is provided below. Results indicated a small decrease (nonsignificant) of self-reported driving after drinking between Wave 1 and Wave 2. The number of respondents that reported having zero incidence of driving after drinking went from 84.8 percent in the baseline survey to 85.8 percent during Wave 2. The percentage of respondents reporting having "*read, seen, or heard anything about alcohol impaired driving*" remained stable at about 64 percent for both Waves. When asked where the impaired driving message was heard, *television*, *newspaper* and *radio* were the most common answers provided. Recognition of the "***Drive Sober or Get Pulled Over***" campaign slogan showed a (nonsignificant) increase, going from 50.2 percent in Wave 1 to 54.5 percent in Wave 2. The tables that follow summarize respondent characteristics as well as survey question results across the two waves. All statistical significance testing was done with chi-square analysis.

Basic Information and Demographics

Approximately 150 surveys was the collection goal for each office per Wave (Table 1). There were a total of 2,621 survey respondents; 1,407 pre-campaign and 1,214 post-campaign. (Note: Wave 2 coincided with the CT DMV software upgrade. Office closures and/or excessive in-office customer traffic affected the ability of our surveyors to collect the full quota of respondents for some offices.)

Table 1. DMV Office Location and Number of Completed Surveys, by Wave

Office Location	Wave 1	Wave 2
Bridgeport	151	150
Danbury	152	133
Hamden	160	155
New Britain	159	100
Norwalk	152	152
Norwich	152	88

Waterbury	176	154
Wethersfield	152	151
Winsted	153	131

Table 2 summarizes the demographic characteristics of the survey respondents, with significant pre to post demographic shifts occurring for the Gender, Race and Hispanic questions. A significant increase in male respondents was shown from Wave 1 to Wave 2 (52.2% and 56.7%, respectively). The majority of respondents were White (71.9% in Wave 1 and 64.3% in Wave 2), with the drop representing a significant decline, $p < .01$. The percent of respondents that were Hispanic increased significantly (17.4% in Wave 1, 22.5% in Wave 2, $p < .01$). During both waves, the most common reported age category for respondents were 50-59 year olds (21.2% in Wave 1 and 21.0% in Wave 2). Very similar results for all age categories were found when comparing results for Wave 1 and Wave 2.

Table 2. Descriptive Characteristics of Survey Respondents

Characteristic	Wave 1	Wave 2
Gender		
Male	52.2%	56.7%^
Female	47.8%	43.3%
Total (N)	***100% (N=1,403)***	***100% (N=1,212)***
Age		
16-20	7.3%	5.6%
21-25	10.1%	11.9%
26-34	17.2%	19.1%
35-39	9.3%	8.5%
40-49	17.0%	17.5%
50-59	21.2%	21.0%
60+	17.9%	16.3%
Total (N)	***100% (N=1,402)***	***100% (N=1,209)***
Race		
White	73.0%	65.0%*****
Black	11.2%	13.3%
Asian	4.2%	5.5%
Native American	0.5%	0.6%
Other	11.0%	15.6%
Multiple	1.6%	1.0%
Total (N)	***100% (N=1,349)***	***100% (N=1,158)***
Hispanic		
Yes	17.4%	22.5%*
No	82.6%	77.5%
Total (N)	***100% (N=1,368)***	***100% (N=1,165)***

*****Significant at $p<0.01$

^ $p<0.05$

Belt & Alcohol Use

Tables 3 to 6 summarize the findings for Wave 1 and Wave 2 by question. Questions were grouped together with others based on subject similarity.

There was very little change in respondent reports of *"Always"* wearing a seat belt from Wave 1 (86.7%) to Wave 2 (85.8%). Also relatively unchanged was the percentage of respondents indicating that, in the past 30 days, they had zero incidence of driving within two hours after drinking (from 84.8% in Wave 1 to 85.8% in Wave 2). Though the change was not significant, when asked about their pattern of driving after drinking compared with three months ago, more respondents reported that they *"do not drive after drinking"* during Wave 2 (84.9%) compared to Wave 1 (81.6%).

Table 3. Belt Use and Alcohol Use, Questions 6, 7, 9

Question	Wave 1	Wave 2
Q6. How often do you use seat belts when you drive/ride in a car, van, SUV or pick up?		
Always	86.7%	85.8%
Nearly Always	7.1%	7.3%
Sometimes	4.1%	4.1%
Seldom	0.9%	1.6%
Never	1.1%	1.3%
Total (N)	***100% (N=1,401)***	***100% (N=1,208)***
Q7. In the past 30 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?		
None	84.8%	85.8%
1 or more times	15.2%	14.2%
Total (N)	***100% (N=1,403)***	***100% (N=1,214)***
Q9. Compared with 3 months ago, are you now driving after drinking		
More Often	0.8%	0.8%
Less Often	5.2%	5.2%
About the Same	12.5%	9.2%
Do Not Drive after Drinking	81.6%	84.9%
Total (N)	***100% (N=1,356)***	***100% (N=1,169)***

Perception of Severity of Enforcement & Experience with Enforcement

DMV survey responses generally indicated small to no changes in perception of enforcement severity from Wave 1 to Wave 2 (Table 4). When asked to evaluate the chances of getting arrested if driving after drinking, Wave 1 and Wave 2 results were similar. Roughly 45 percent of respondents (44.7% in Wave 1 and 45.6% in Wave 2) indicated chances of arrest was "*Always*" or *"Nearly Always"*. Over forty percent (44.3% of Wave 1 respondents and 46.1% of Wave 2 respondents) judged that local police enforced the drinking and driving laws "*Very Strictly*". When asked about enforcement of drinking and driving laws by state police, 50.1 percent of respondents judged it was enforced "*Very Strictly*" in Wave 1, increasing slightly (non-significantly) to 53.4 percent in Wave 2. Similar percentages of respondents in both waves judged that the penalties for impaired driving were "*Not Strict Enough*" (26.7% and 27.5% respectively) for Waves 1 and 2.

Table 4. Survey Questions 8, 10, 11, 12

Question	Wave 1	Wave 2
Q8. What do you think the chances are of getting arrested if you drive after drinking?		
Always	24.3%	29.1%
Nearly Always	20.4%	16.6%
Sometimes	34.3%	33.0%
Seldom	8.7%	9.2%
Never	12.3%	12.2%
Total (N)	***100% (N=1,378)***	***100% (N=1,184)***
Q10. Do you think local police enforce the drinking and driving laws:		
Very strictly	44.3%	46.1%
Somewhat strictly	39.2%	36.2%
Not very strictly	11.6%	12.7%
Rarely	2.8%	3.0%
Not at all	2.1%	2.0%
Total (N)	***100% (N=1,379)***	***100% (N=1,185)***
Q11. Do you think state police enforce the drinking and driving laws:		
Very strictly	50.1%	53.4%
Somewhat strictly	36.1%	33.7%
Not very strictly	9.4%	9.5%
Rarely	2.9%	2.0%
Not at all	1.5%	1.4%
Total (N)	***100% (N=1,382)***	***100% (N=1,181)***
Q12. Do you think the penalties for alcohol impaired driving are:		
Too Strict	8.1%	9.8%

About Right	54.0%	54.9%
Not Strict Enough	26.7%	27.5%
Don't Know	11.3%	7.7%
Total (N)	***100% (N=1,390)***	***100% (N=1,191)***

DMV survey responses indicated no significant change in number of respondents having personally experienced impaired driving enforcement (Table 5). A similar percent of respondents had gone through an alcohol checkpoint in the past 30 days (15.6% in Wave 1 vs. 17.1% in Wave 2).

Table 5. Survey Question 13

Question	Wave 1	Wave 2
Q13. In the past 30 days, have you gone through a checkpoint where police were looking for alcohol-impaired drivers?		
Yes	15.6%	17.1%
No	84.4%	82.9%
Total (N)	***100% (N=1,383)***	***100% (N=1,193)***

Awareness of Impaired Driving Message and Slogan Recognition

DMV survey responses indicated no increase in overall public awareness of impaired driving messages from Wave 1 to Wave 2. The percentage of respondents indicating having *read, seen or heard anything about impaired driving in Connecticut* was nearly identical from Wave 1 to Wave 2 (64.0% and 63.9% respectively). Those answering "yes" to this survey question were then asked about the source of messages. Results are summarized in Table 6. Wave 1 to Wave 2 awareness levels increased for all sources except *brochure*, with all pre-post comparisons falling below significant levels. The most commonly reported sources include *television radio* and *newspaper.* Respondents were also asked if they knew the name of any impaired driving enforcement program in Connecticut. The campaign slogan "***Drive Sober or Get Pulled Over"*** showed a nonsignificant increase in awareness (from 50.2% to 54.5% of respondents in Waves 1 and 2 respectively). Awareness of the "***Friends Don't Let Friends Drive Drunk***" campaign decreased significantly (49.3% of respondents in Wave 1 to 43.1% of respondents in Wave 2, $p < .05$). Two of the slogans with the lowest awareness levels showed a significant increase in recognition from Wave 1 to Wave 2: 1) the campaign slogan ***"Checkpoint Strikeforce"*** (3.7% to 6.1% of respondents respectively) and 2) ***"90 Day Blues"*** (0.6% to 2.0% of respondents respectively), both significant at $p < .05$.

Table 6. Survey Questions 14 and 15

Question	Wave 1	Wave 2
Q14. Have you recently read, seen, or heard anything about impaired driving in Connecticut?		
Yes	64.0%	63.9%
No	36.0%	36.1%
Total (N)	***100% (N=1,392)***	***100% (N=1,197)***
Q14a. Where did you see or hear about anything about safe driving in Connecticut?		
Newspaper	30.9%	32.7%
Radio	30.3%	33.5%
TV	65.9%	68.1%
Poster/Billboard	25.4%	28.2%
Brochure	3.7%	3.4%
Police Checkpoint	8.5%	9.7%
Other	12.7%	13.9%
Total (N)	***100% (N=891)***	***100% (N=765)***
Q15. Do you know the name of any safe driving enforcement program(s) in CT?		
Drive Sober or Get Pulled Over	49.8%	45.5%
Drunk Driving. Over the Limit, Under Arrest	28.8%	24.7%
You Drink & Drive. You Lose	40.6%	36.6%
Team DUI	3.6%	5.0%
Friends Don't Let Friends Drive Drunk	49.3%	43.1%^
Checkpoint Strikeforce	3.7%	6.1%^
Please Step Away from Your Vehicle	4.2%	5.4%
90 Day Blues	0.6%	2.0%^
MADD's Red Ribbon	14.8%	12.3%
Total (N)	***100% (N=891)***	***100% (N=765)***

^ Significant at $p < 0.05$

CT Holiday Safe Driving Campaign – DMV Results
November 2014 vs. January 2015

The purpose of this memo is to outline the Connecticut Department of Transportation's Highway Safety Office results for Wave 1 (pre) and Wave 3 (post) of the DMV survey effort surrounding the Holiday 2014 Safe Driving Initiative. A one-page questionnaire was distributed in DMV offices and was designed to assess respondents' knowledge and awareness of the paid media that was purchased by the Highway Safety Office and aired surrounding the holiday season (pre-Thanksgiving though New Year's). The participation of the DMV offices was essential in our analysis of the campaign and we would like to extend our thanks and gratitude to each office for their efforts. Nine CT DMV offices were visited: Bridgeport, Danbury, Hamden, New Britain, Norwalk, Norwich, Waterbury, Wethersfield and Winsted. The first wave of DMV surveys was conducted directly before the media began (November 18 – 22,

2014) and another wave was collected directly afterward (January 2 – 8, 2015).

A snapshot of the results is provided below whereas detailed analysis of the two survey waves is provided in the following pages. Results indicate increases in perception of enforcement severity between the pre Wave and the post Wave for both general traffic enforcement and DUI enforcement. Awareness of the safe driving message and slogan recognition did not differ much between the pre Wave and the post Wave. The number of respondents that reported having recently "*read, seen, or heard anything*" about safe driving remained at 60.9 percent from baseline to post Wave. Recognition of the slogan "***Drive Sober of Get Pulled Over***" increased significantly, from 41.3 percent at baseline to 52.2 percent in the post Wave, $p<.0001$.

The tables that follow summarize respondent characteristics as well as survey question results across the two waves. All statistical significance testing was done with chi-square analysis at the $p<0.01$ level.

Basic Information and Demographics

Approximately 140-150 surveys were collected in each office in each of the waves (Table 1). There were a total of 2,771 survey respondents in the pre and post waves, 1,388 pre-campaign and 1,383 post-campaign.

Table 1. Number of Completed Surveys by DMV Office Location, by Wave

Office Location	Pre Wave	Post Wave
Bridgeport	150	153
Danbury	150	154
Hamden	159	154
New Britain	158	158
Norwalk	155	154
Norwich	151	155
Waterbury	150	153
Wethersfield	158	149
Winsted	157	153

Table 2 summarizes the demographic characteristics of the survey respondents. During both pre Wave and post Wave, a little more than half (56.3% and 53.9%, respectively) of survey respondents were male. During both waves, the two most common reported age categories for respondents were 21-34 year olds (26.6% in pre Wave and 31.0% in post Wave) and 35-49 year olds (31.5% in pre Wave and 27.4% in post Wave). The majority of respondents were White in both waves (71.6% in pre Wave and 69.6% in post Wave). Approximately 18 percent of respondents were Hispanic (18.8% in pre Wave, 17.6% in post Wave).

Table 2. Demographic Characteristics of Survey Respondents

Characteristic	Pre Wave	Post Wave
Sex		
Male	56.3%	53.9%
Female	43.7%	46.1%
Total (N)	***100% (N=1,384)***	***100% (N=1,368)***
Age		
Under 18	1.2%	1.0%
18-20	4.1%	4.6%
21-34	26.6%	31.0%
35-49	31.5%	27.4%
50-59	19.1%	20.3%
60+	17.5%	15.7%
Total (N)	***100% (N=1,381)***	***100% (N=1,378)***
Race		
White	71.6%	69.6%
Black	11.2%	13.1%
Asian	3.6%	3.2%
Native American	0.5%	0.3%
Other	11.9%	12.9%
Multiple	1.2%	1.0%
Total (N)	***100% (N=1,324)***	***100% (N=1,322)***
Hispanic		
Yes	18.8%	17.6%
No	81.2%	82.4%
Total (N)	***100% (N=1,329)***	***100% (N=1,306)***

Belt & Alcohol Use

Tables 3 to 6 summarize and compare the findings for pre Wave and post Wave by question. Questions were grouped together with others based on subject similarity.

There was no significant change in reported seat belt use between pre Wave and post Wave. Percentage of Respondents that indicated "*Always*" wearing their seat belts increased slightly from 85.7 percent in pre Wave to 86.3 percent in post Wave (see Table 3). More than 85 percent of Respondents indicated that, in the past 30 days, they had not once driven within two hours of drinking.

Table 3. Belt Use and Alcohol Use, Questions 7 & 12

Question	Pre Wave	Post Wave
Q7. How often do you use seat belts when you drive/ride in a car, van, SUV or pick up?		
Always	85.7%	86.3%
Nearly Always	8.5%	7.3%
Sometimes	3.5%	4.4%
Seldom	1.5%	0.9%
Never	0.9%	1.2%
Total (N)	***100%***	***100%***
	(N=1,382)	***(N=1,375)***
Q12. In the past 30 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?		
None	86.5%	86.0%
1 or 2 times	8.1%	8.0%
3 or more times	5.4%	5.0%
Total (N)	***100%***	***100%***
	(N=1,307)	***(N=1,272)***

Perception of Severity of Enforcement & Experience with Enforcement

DMV survey responses indicated some increases in perception of enforcement severity (Table 4). Respondents evaluated that their chance of "*Always*" receiving a ticket for not using a seat belt was 26.1 percent in both Waves. More than a quarter (28.6 percent) of pre Wave respondents judged that state and local police enforced seat belt laws "*Very Strictly*" compared to 33.5 percent in post Wave. There was a marginally significant increase in proportion of Respondents who judged that State and Local police enforced drinking and driving laws and overall driving laws "*Very Strictly*". More than half (53.5%) of pre Wave respondents reporting that State and Local police enforced drinking and driving laws *"Very Strictly*", compared to 59.2 percent of post Wave Respondents(p<.05). Overall traffic laws were perceived to be enforced *"Very Strictly"* by 28.0 percent of pre Wave respondents compared to 32.0 percent in the post Wave (p<.05).

Table 4. Survey Questions 8, 11, 13, 14, 15

Question	Pre Wave	Post Wave
Q8. What do you think the chances are of getting a ticket if you don't use your seatbelt?		
Always	26.1%	25.5%
Nearly Always	16.3%	17.4%
Sometimes	38.6%	36.9%
Seldom	12.7%	14.3%
Never	6.3%	6.0%
Total (N)	***100% (N=1,365)***	***100% (N=1,367)***
Q11. Do you think state and local police enforce the seat belt laws:		
Very Strictly	28.6%	33.5%
Somewhat Strictly	42.8%	41.1%
Not Very Strictly	21.6%	18.9%
Rarely	5.1%	4.7%
Not at All	1.9%	1.8%
Total (N)	***100% (N=1,341)***	***100% (N=1,354)***
Q13. What do you think the chances are of getting arrested if you drive after drinking?		
Always	32.3%	34.0%
Nearly Always	22.8%	22.9%
Sometimes	30.6%	30.5%
Seldom	6.0%	4.8%
Never	8.3%	7.8%

Total (N)	***100% (N=1,348)***	***100% (N=1,349)***

Question	Pre Wave	Post Wave
Q14. Do you think state and local police enforce the drinking and driving laws:		
Very Strictly	53.5%	59.2%^
Somewhat Strictly	36.8%	32.3%
Not Very Strictly	6.8%	6.7%
Rarely	1.6%	0.7%
Not at All	1.3%	1.2%
Total (N)	***100% (N=1,349)***	***100% (N=1,353)***
Q15. Do you think state and local police enforce the overall traffic laws:		
Very strictly	28.0%	32.0%^
Somewhat Strictly	53.5%	51.5%
Not Very Strictly	14.2%	13.3%
Rarely	3.5%	1.9%
Not at All	0.9%	1.2%
Total (N)	***100% (N=1,352)***	***100% (N=1,356)***

^ Significant at $p<.05$

DMV survey responses indicated that respondents had some personal experience with enforcement (Table 5). Respondents were asked if they had ever received a ticket for not wearing a seat belt. There was a non-significant change between waves; 13.5 percent respondents indicated they had received a ticket in pre Wave compared to 12.7 percent in post Wave. There was no change in percentage of respondents indicating having gone through an alcohol checkpoint in the past 30 days (14.1% in pre Wave compared to 14.2% in post Wave). There was a non-significant decrease in percentage of respondents that indicated having gone through a seat belt checkpoint in the past 30 days, from 17.7 percent in pre Wave to 15.9 percent in post Wave. Approximately 10 percent of Respondents reported having received a ticket for cell phone use. The rate of ticketing showed no change from pre Wave (10.5%) to post Wave (9.2%).

Table 5. Survey Questions 9, 18, 19, 20

Question	Pre Wave	Post Wave
Q9. Have you ever received a ticket for not wearing your seat belt?		
Yes	13.5%	12.7%
No	86.5%	87.3%
Total (N)	***100% (N=1,362)***	***100% (N=1,360)***
Q18. In the past 30 days, have you gone through a checkpoint where police were looking for alcohol-impaired drivers?		
Yes	14.1%	14.2%
No	85.9%	85.8%
Total (N)	***100% N=1,336)***	***100% (N=1,342)***
Q19. In the past 30 days, have you gone through a checkpoint where police were looking for unbelted drivers?		
Yes	17.7%	15.9%
No	82.3%	84.1%
Total (N)	***100% N=1,328)***	***100% (N=1,339)***
Q20. Have you ever received a cell phone ticket?		
Yes	10.5%	9.2%
No	89.5%	90.2%
Total (N)	***100% N=1,333)***	***100% (N=1,342)***

Awareness of Safe Driving Message and Slogan Recognition

DMV survey responses indicated some significant increase in public awareness of safe driving messages from pre Wave to post Wave. There was no change in percentage of respondents indicating having *"read, seen or heard anything about safe driving in Connecticut"* from pre Wave to post Wave, with both waves at 60.9 percent. Those answering yes to this survey question were then asked about the source of the message. Results are summarized in Table 6. Respondents were also asked if they knew the name of any safe driving enforcement program in Connecticut. The slogan "***Drive Sober of Get Pulled Over"*** was recognized by 41.3 percent of respondents in pre Wave compared to 52.2 percent of respondents in post Wave, p<.0001. No other slogan showed a significant increase.

Table 6. Survey Questions 16 and 17

Question	Pre Wave	Post Wave
Q16. Have you recently read, seen, or heard anything about safe driving in Connecticut?		
Yes	60.9%	60.9%
No	39.1%	39.1%
Total (N)	***100% (N=1,334)***	***100% (N=1,342)***
Q16a. Where did you see or hear about anything about safe driving in Connecticut?		
Newspaper	28.5%	24.3%
Radio	37.1%	38.9%
TV	58.7%	60.8%
Poster/Billboard	36.9%	39.6%
Bus	7.4%	10.6%^
Checkpoint	11.9%	12.3%
Movie	5.8%	5.7%
Other	10.6%	10.6%
Q17. Do you know the name of any safe driving enforcement program(s) in CT?		
Drive Sober or Get Pulled Over	41.3%	52.2%*
Buzzed Driving is Drunk Driving	25.7%	28.6%
Click it or Ticket	72.6%	74.7%
Don't Let This Holiday Be Your Last	13.6%	14.5%
Drunk Driving. Over the Limit. Under Arrest	21.5%	23.9%
You Drink & Drive. You Lose	31.8%	31.2%
A Happy Holiday is a Safe Holiday	8.5%	10.0%
Friends Don't Let Friends Drive Drunk	44.7%	44.3%
Buckle Up CT	31.0%	31.0%
SubtraCT the Distraction	2.4%	2.2%
U Drive. U Text. U Pay	32.3%	31.5%

*****Significant at $p<0.01$
^Significant at $p<0.05$

Awareness of Laws and Fines

Survey questions also inquired about respondents' knowledge of seat belt fines and cell phone use fines

There were no significant changes in reported knowledge of either belt or cell phone fines. The most commonly reported fine for a seat belt violation was between $86 and $115, reported by 32.2 percent of pre Wave respondents, compared to 32.0 percent of post Wave respondents. The most commonly reported fine for a first offense cell phone violation was between $100 and $125, reported by 41.6 percent of Respondents in the pre Wave, compared to 38.9 percent of respondents in the post Wave.

Table 7. Survey Questions 10and 21

Question	Pre Wave	Post Wave
Q10. What is the fine for violating the seat belt law in Connecticut?		
Less than $35	2.8%	2.4%
$35 to $50	14.3%	12.8%
$51 to $65	9.7%	11.6%
$66 to $85	15.9%	14.0%
$86 to $115	32.2%	32.0%
More than $115	25.2%	27.2%
Total (N)	***100%***	***100%***
	(N=1,153)	***(N=1,186)***
Q21. What is the first offense fine for violating the cell phone law in Connecticut?		
$99 or less	15.5%	13.8%
$100 to $125	41.6%	38.9%
$126 to $150	14.2%	17.8%
$151 to $175	10.0%	8.6%
$176 to $200	8.8%	8.8%
More than $200	10.0%	12.2%
Total (N)	***100%***	***100%***
	(N=1,095)	***(N=1,131)***

Connecticut Click It or Ticket Campaign 2015 - DMV Results

The purpose of this memo is to share with the Connecticut Department of Transportation's Highway Safety Office (HSO) results for Wave 1 (pre) and Wave 2 (post) of the DMV survey effort surrounding the 2015 Click It or Ticket Initiative. A one-page questionnaire was distributed in DMV offices designed to assess respondents' knowledge and awareness of the paid media that was purchased by HSO. The participation of the DMV offices was essential in our analysis of the campaign and we would like to extend our thanks and gratitude to each office for their efforts. Nine CT DMV offices were visited: Bridgeport, Danbury, Hamden, New Britain, Norwalk, Norwich, Waterbury, Wethersfield, and Winsted. The first wave of DMV surveys was conducted directly before the media began and the second wave was collected directly afterward.

A snapshot of the results is provided below whereas detailed analysis of the two survey waves is provided in the following pages. Results indicate that self-reported belt use decreased slightly from Wave 1 to Wave 2. More than eighty percent (86.2%) of respondents reported "*Always*" wearing their seatbelt in Wave 1 dropping (nonsignificantly) to 85.4 percent in Wave 2. The percentage of respondents indicating the chance of getting a ticket was *"Always"* remained stable. Just over one third of respondents indicated that State and Local police enforced the seat belt law *"Very Strictly"* with small decreases from Wave 1 to Wave 2. Respondent personal experience of enforcement increased significantly from Wave 1 to Wave 2 (from 19.8% to 24.7%). Fine awareness also showed significant improvement (35.9% to 39.8%) Awareness of the safe driving messages showed a significant increase from Wave 1 to Wave 2. The number of respondents that reported having "*read, seen, or heard anything*" about extra belt enforcement in Connecticut increased significantly, as did percentage of respondents having read, seen or heard *"anything about belts in Connecticut".* When asked where the safe driving message was heard, the most common answers were *TV and radio*. Recognition of the "***Click It or Ticket***" campaign slogan increased from 87.9 percent in Wave 1 to 90.8 percent in Wave 2.

The tables that follow summarize respondent characteristics as well as survey question results across the two waves. All statistical significance testing was done with chi-square analysis.

Basic Information and Demographics

Approximately 150 surveys were collected in each office for each wave (Table 1). There were a total of 2,763 survey respondents, 1,392 pre-campaign and 1,371 post-campaign.

Table 1. DMV Office Location and Number of Completed Surveys, by Wave

Office Location	Wave 1	Wave 2
Bridgeport	149	151
Hamden	158	153
Danbury	155	154
New Britain	151	151
Norwich	156	151
Waterbury	156	153
Wethersfield	156	150
Winsted	154	152
Norwalk	157	156

Table 2 summarizes the demographic characteristics of survey respondents. During both Wave 1 and Wave 2, just over half (52.8% and 53.4%, respectively) of survey respondents were male. During both waves, the two most common reported age categories for respondents were 35-49 year olds (28.8% in Wave 1 and 26.8% in Wave 2) and 21-34 year olds (28.6% in Wave 1 and 27.4% in Wave 2). The majority of respondents were White (68.5% in Wave 1 and 70.0% in Wave 2). Just over 20 percent of respondents were Hispanic (24.2% in Wave 1, 20.2% in Wave 2). Significant differences in Wave 1 vs Wave 2 responses for age ($p < .0001$) and Hispanic status ($p < .05$) were also found.

Table 2. Demographic Characteristics of Survey Respondents

Characteristic	Wave 1	Wave 2
Gender		
Male	52.8%	53.4%
Female	47.2%	46.6%
Total (N)	***100% (N=1,384)***	***100% (N=1,366)***
Age		
Under 18	0.9%	2.9%*
18-20	3.5%	6.6%
21-34	28.6%	27.4%
35-49	28.8%	26.8%
50-59	21.3%	20.0%
60+	16.8%	16.4%
Total (N)	***100% (N=1,383)***	***100% (N=1,368)***
Race		
White	68.5%	70.0%
Black	10.2%	11.5%

Asian	3.8%	3.3%
Native American	0.8%	1.1%
Other	15.8%	13.0%
Multiple	0.9%	1.1%
Total (N)	***100% (N=1,302)***	***100% (N=1,312)***
Hispanic		
Yes	24.2%	20.2%^
No	75.8%	79.8%
Total (N)	***100% (N=1,308)***	***100% (N=1,300)***
Driving Between Midnight and 4am		
None/Almost None	75.7%	75.4%
A Lot Less Than Half	16.4%	16.3%
About Half	4.7%	5.7%
A Lot More Than Half	1.6%	1.6%
All/Almost All	1.5%	1.0%
Total (N)	***100% (N=1,374)***	***100% (N=1,347)***

*****Significant at $p<0.01$ ^ $p<0.05$

Belt & Reason for Being Stopped by Police

Tables 3 to 7 summarize the findings for Wave 1 and Wave 2 by question. Questions were grouped together with others based on subject similarity.

There was a non-significant decrease in reported seat belt use from Wave 1 to Wave 2. The percentage of respondents reporting "*Always*" wearing their seat belts was 86.2 percent in Wave 1 compared to 85.4 percent in Wave 2 (see Table 3). Respondents were also asked "When you pass a driver stopped by police [in the daytime/in the nighttime], what do you think the stop was for?" Results for both daytime and nighttime are shown in Table 4.

Table 3. Self-Reported Belt Use, Question 11

Question	Wave 1	Wave 2
Q11. How often do you use seat belts when you drive/ride in a car, van, SUV or pick up?		
Always	86.2%	85.4%
Nearly Always	7.3%	8.8%
Sometimes	4.1%	3.0%
Seldom	1.1%	1.3%
Never	1.3%	1.5%
Total (N)	***100% (N=1,379)***	***100% (N=1,360)***

Table 4. Reasons for Being Stopped by Police, Questions 6 and 7 (multiple responses)

Question	Wave 1	Wave 2
Q6. When you pass a driver stopped by police *in the daytime*, what do you think the stop was for?		
Speeding	72.1%	73.2%
Seat Belt Violation	23.5%	21.9%
Drunk Driving	4.3%	5.5%
Reckless Driving	7.8%	8.2%
Registration Violation	8.2%	8.5%
Other	12.8%	14.2%
Total N	***N=1,355***	***N=1,323***
Q7. When you pass a driver stopped by police *in the nighttime*, what do you think the stop was for?		
Speeding	46.7%	46.2%
Seat Belt Violation	7.7%	7.0%
Drunk Driving	44.7%	47.9%
Reckless Driving	19.3%	18.1%
Registration Violation	5.1%	4.5%
Other	11.6%	11.6%
Total N	***N=1,345***	***N=1,333***

Perception of Severity of Enforcement & Experience with Enforcement

DMV survey responses showed no significant increase or decrease in perception of enforcement severity from Wave 1 to Wave 2 (Table 5). When asked to evaluate the chance of receiving a ticket for not using a seat belt, 25.6 percent of respondents in Wave 1 indicated it was "*Always*", compared to 25.5 percent in Wave 2. More than a third (38.2%) of Wave 1 respondents judged that State police enforced seat belt laws "*Very Strictly*" compared to 36.8 percent in Wave 2. When asked about severity of enforcement by Local police: 35.3 percent of Wave 1 respondents selected "*Very Strictly*", compared to 33.6 percent in Wave 2.

Table 5. Survey Questions 12, 13, 14

Question	Wave 1	Wave 2
Q12. What do you think the chances are of getting a ticket if you don't wear your seatbelt?		
Always	25.6%	25.5%
Nearly Always	19.2%	20.1%
Sometimes	38.8%	35.9%
Seldom	11.9%	14.3%
Never	4.5%	4.1%
Total (N)	***100% (N=1,377)***	***100% (N=1,351)***

Q13. Do you think the Connecticut State Police enforce the seat belt law:		
Very strictly	38.2%	36.8%
Somewhat Strictly	41.0%	42.7%
Not Very Strictly	15.9%	16.1%
Rarely	4.1%	3.2%
Not at All	0.9%	1.2%
Total (N)	***100% (N=1,374)***	***100% (N=1,349)***
Q14. Do you think the local police enforce the seat belt law:		
Very strictly	35.3%	33.6%
Somewhat Strictly	40.6%	42.1%
Not Very Strictly	18.1%	17.7%
Rarely	5.0%	4.6%
Not at All	1.1%	2.0%
Total (N)	***100% (N=1,368)***	***100% (N=1,347)***

DMV survey responses indicated that respondents had some personal experience with enforcement (Table 6). More than 10 percent of respondents received a belt ticket at some point (12.0% in Wave 1 vs. 14.5% in Wave 2). There was a significant increase in percentage of respondents having experienced seat belt enforcement in the past month, from 19.8 percent in Wave 1 to 24.7 percent in Wave 2 ($p<.01$). Participants were asked whether or not police should be able to stop a vehicle solely for a seat belt violation. There was little change from Wave 1 (76.1% responding *yes*) to Wave 2 (77.5%). Respondents were given a selection of dollar ranges to identify the Connecticut seat belt violation fine. More than a third (35.9% in Wave 1 and 39.8% in Wave 2) selected the corrected amount. Responses from Wave 1 to Wave 2 were significantly different ($p < .05$); with more respondents showing awareness for the correct fine amount in Wave 2 compared to Wave 1.

Table 6. Survey Questions 15, 17, 20 and 8

Question	Wave 1	Wave 2
Q15. Have you ever received a ticket for not wearing your seat belt?		
Yes	12.0%	14.5%
No	88.0%	85.5%
Total (N)	***100% (N=1,342)***	***100% (N=1,313)***
Q17. In the past month, have you personally experienced enforcement by police looking at seat belt use?		
Yes	19.8%	24.7%*
No	80.2%	75.3%
Total (N)	***100% (N=1,352)***	***100% (N=1,337)***
Q20. Should the police be able to stop a vehicle for a seat belt violation alone?		
Yes	76.1%	77.5%
No	23.9%	22.5%
Total (N)	***100% (N=1,329)***	***100% (N=1,308)***
Q8. What is the fine for violating the seat belt law in Connecticut?		
Less than $35	3.3%	1.8%
$35-$50	12.2%	10.9%
$51-$65	10.2%	8.7%
$66-$85	14.2%	15.0%
$86-$115	35.9%	39.8%^
Over $115	24.1%	23.8%
Total (N)	***100% (N=1288)***	***100% (N=1,260)***

*****Significant at $p<0.01$

^ $p<0.05$

Awareness of Seat Belt Message and Slogan Recognition

DMV survey responses indicated an increase in public awareness of seat belt messages from Wave 1 to Wave 2. There was a significant increase in percentage of respondents indicating having "*seen or heard about extra enforcement where police were looking at seat belt use"* from Wave 1 to Wave 2 (from 39.7% to 50.6%, respectively, $p<.0001$). When asked if they had recently "*read, seen or heard anything about seat belts in Connecticut*, 50.1 percent of respondents answered affirmatively in Wave 1 compared to 57.8 percent in Wave 2 ($p<.0001$). Those answering yes to the latter question were then asked about the source and the nature of the message. Results are summarized in Table 7. Respondents were also asked if they knew the name of any seat belt enforcement program in Connecticut. The campaign slogan, "***Click It or Ticket***" increased (nonsignificantly) in recognition from 87.9 percent in Wave 1 to 90.8 percent in Wave 2 (see Table 7).

Table 7. Survey Questions 16, 18, 19

Question	Wave 1	Wave 2
Q16. In the past month, have you seen or heard about extra enforcement where police were looking at seat belt use?		
Yes	39.7%	50.6%*
No	60.3%	49.4%
Total (N)	***100% (N=1,367)***	***100% (N=1,352)***
Q18. Have you recently read, seen, or heard anything about seat belts in Connecticut?		
Yes	50.1%	57.8%*
No	49.9%	42.2%
Total (N)	***100% (N=1,392)***	***100% (N=1,371)***
Q18a. Where did you see or hear about anything about safe driving in Connecticut? (multiple answers)		
Newspaper	17.9%	15.9%
Radio	32.2%	34.7%
TV	48.1%	46.2%
Internet	13.3%	15.9%
Brochure	5.3%	7.1%
Checkpoint	18.2%	21.4%
Other	19.2%	19.3%
Q18b. What type of message was it?		
Enforcement	16.2%	22.1%
Safety	8.5%	9.0%
Political Opinion	0.0%	1.4%

Don't Know/Don't Remember	2.8%	1.4%
Specific Slogan	72.5%	66.2%
Total (N)	***100% (N=142)***	***100% (N=145)***
Q19. Do you know the name of any safe driving enforcement program(s) in CT? (multiple responses)		
Buckled or Busted	7.7%	7.0%
Buckle Up Connecticut	21.2%	17.3%
Click It or Ticket	87.9%	90.8%
Operation Stay Alive	4.5%	4.4%

*****Significant at $p<0.01$

^ $p<0.05$

Perception and Awareness of Speed Enforcement

There was no change in reported speeding from Wave 1 to Wave 2. The percentage of respondents that reported "*Always*" driving over 35mph in a 30mph zone was 9.0 percent in both Waves 1 and 2 (see Table 8). DMV survey responses indicated a significant increase in public awareness of speed enforcement from Wave 1 to Wave 2. The percentage of Respondents indicating having "*read, seen or heard about speed enforcement"* was 46.6 percent in Wave 1 compared to 52.2 percent in Wave 2, $p<.01$. When asked to evaluate the chance of receiving a ticket for driving over the speed limit, 18.0 percent of Respondents in Wave 1 indicated it was "*Always*", compared to 18.2 percent in Wave 2. Details for these questions are shown in Table 8.

Table 8. Survey Questions 21, 22, 23

Question	Wave 1	Wave 2
Q21. On a local road with a speed limit of 30mph, how often do you drive faster than 35mph?		
Always	9.0%	9.0%
Nearly Always	15.1%	14.6%
Sometimes	42.7%	41.3%
Seldom	19.8%	21.5%
Never	13.4%	13.6%
Total (N)	***100% (N=1,362)***	***100% (N=1,339)***
Q22. Have you recently read, seen, or heard anything about speed enforcement?		
Yes	46.6%	52.2%*
No	53.4%	47.8%
Total (N)	***100% (N=1,336)***	***100% (N=1,319)***
Q23. What do you think the chances are of getting a ticket if you drive over the speed limit?		
Always	18.0%	18.2%
Nearly Always	22.4%	23.7%
Sometimes	47.5%	46.0%
Seldom	8.7%	9.0%
Never	3.3%	3.0%
Total (N)	***100% (N=1,350)***	***100% (N=1,328)***

*****Significant at $p<0.01$

^ $p<0.05$

2015 Connecticut Labor Day Impaired Driving Campaign
DMV SURVEY RESULTS

The purpose of this memo is to share with the Connecticut Department of Transportation's Highway Safety Office (HSO) results for Wave 1 (pre) and Wave 2 (post) of the DMV survey effort surrounding the Labor Day 2015 Impaired Driving Initiative. A one-page questionnaire was distributed in DMV offices and was designed to assess respondents' knowledge and awareness of the paid media that was purchased by the HSO and aired during the campaign. The participation of the DMV offices was essential in our analysis of the campaign and we would like to extend our thanks and gratitude to each office for their efforts. Nine CT DMV offices were visited: Bridgeport, Danbury, Hamden, New Britain, Norwalk, Norwich, Waterbury, Wethersfield and Winsted. The first wave of DMV surveys was conducted before any media or enforcement began (August 4 – August 8, 2015) and the second wave was collected directly afterward (September 8 – 18, 2015).

Detailed analysis of the two survey waves is provided in the following pages. A snapshot of the results is provided below. Results indicated a small decrease (nonsignificant) of self-reported driving after drinking between Wave 1 and Wave 2. The number of respondents that reported having zero incidence of driving after drinking went from 84.8 percent in the baseline survey to 85.8 percent during Wave 2. The percentage of respondents reporting having "*read, seen, or heard anything about alcohol impaired driving*" remained stable at about 64 percent for both Waves. When asked where the impaired driving message was heard, *television*, *newspaper* and *radio* were the most common answers provided. Recognition of the "***Drive Sober or Get Pulled Over***" campaign slogan showed a (nonsignificant) increase, going from 50.2 percent in Wave 1 to 54.5 percent in Wave 2. The tables that follow summarize respondent characteristics as well as survey question results across the two waves. All statistical significance testing was done with chi-square analysis.

Basic Information and Demographics

Approximately 150 surveys was the collection goal for each office per Wave (Table 1). There were a total of 2,621 survey respondents; 1,407 pre-campaign and 1,214 post-campaign. (Note: Wave 2 coincided with the CT DMV software upgrade. Office closures and/or excessive in-office customer traffic affected the ability of our surveyors to collect the full quota of respondents for some offices.)

Table 1. DMV Office Location and Number of Completed Surveys, by Wave

Office Location	Wave 1	Wave 2
Bridgeport	151	150
Danbury	152	133
Hamden	160	155
New Britain	159	100
Norwalk	152	152
Norwich	152	88
Waterbury	176	154
Wethersfield	152	151
Winsted	153	131

Table 2 summarizes the demographic characteristics of the survey respondents, with significant pre to post demographic shifts occurring for the Gender, Race and Hispanic questions. A significant increase in male respondents was shown from Wave 1 to Wave 2 (52.2% and 56.7%, respectively). The majority of respondents were White (71.9% in Wave 1 and 64.3% in Wave 2), with the drop representing a significant decline, $p < .01$. The percent of respondents that were Hispanic increased significantly (17.4% in Wave 1, 22.5% in Wave 2, $p < .01$). During both waves, the most common reported age categories for respondents were 50-59 year olds (21.2% in Wave 1 and 21.0% in Wave 2). Very similar results for all age categories were found when comparing results for Wave 1 and Wave 2.

Table 2. Descriptive Characteristics of Survey Respondents

Characteristic	Wave 1	Wave 2
Gender		
Male	52.2%	56.7%^
Female	47.8%	43.3%
Total (N)	***100% (N=1,403)***	***100% (N=1,212)***
Age		
16-20	7.3%	5.6%
21-25	10.1%	11.9%
26-34	17.2%	19.1%
35-39	9.3%	8.5%
40-49	17.0%	17.5%
50-59	21.2%	21.0%
60+	17.9%	16.3%
Total (N)	***100% (N=1,402)***	***100% (N=1,209)***
Race		
White	73.0%	65.0%*****
Black	11.2%	13.3%
Asian	4.2%	5.5%
Native American	0.5%	0.6%

Other	11.0%	15.6%
Multiple	1.6%	1.0%
Total (N)	***100% (N=1,349)***	***100% (N=1,158)***
Hispanic		
Yes	17.4%	22.5%*
No	82.6%	77.5%
Total (N)	***100% (N=1,368)***	***100% (N=1,165)***

*****Significant at $p<0.01$

^ $p<0.05$

Belt & Alcohol Use

Tables 3 to 6 summarize the findings for Wave 1 and Wave 2 by question. Questions were grouped together with others based on subject similarity.

There was very little change in respondent reports of *"Always"* wearing a seat belt from Wave 1 (86.7%) to Wave 2 (85.8%). Also relatively unchanged was the percentage of respondents indicating that, in the past 30 days, they had zero incidence of driving within two hours after drinking (from 84.8% in Wave 1 to 85.8% in Wave 2). Though the change was not significant, when asked about their pattern of driving after drinking compared with three months ago, more respondents reported that they *"do not drive after drinking"* during Wave 2 (84.9%) compared to Wave 1 (81.6%).

Table 3. Belt Use and Alcohol Use, Questions 6, 7, 9

Question	Wave 1	Wave 2
Q6. How often do you use seat belts when you drive/ride in a car, van, SUV or pick up?		
Always	86.7%	85.8%
Nearly Always	7.1%	7.3%
Sometimes	4.1%	4.1%
Seldom	0.9%	1.6%
Never	1.1%	1.3%
Total (N)	***100% (N=1,401)***	***100% (N=1,208)***
Q7. In the past 30 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?		
None	84.8%	85.8%
1 or more times	15.2%	14.2%
Total (N)	***100% (N=1,403)***	***100% (N=1,214)***
Q9. Compared with 3 months ago, are you now driving after drinking		
More Often	0.8%	0.8%
Less Often	5.2%	5.2%
About the Same	12.5%	9.2%
Do Not Drive after Drinking	81.6%	84.9%
Total (N)	***100% (N=1,356)***	***100% (N=1,169)***

Perception of Severity of Enforcement & Experience with Enforcement

DMV survey responses generally indicated small to no changes in perception of enforcement severity from Wave 1 to Wave 2 (Table 4). When asked to evaluate the chances of getting arrested if driving after drinking, Wave 1 and Wave 2 results were similar. Roughly 45 percent of respondents (44.7% in Wave 1 and 45.6% in Wave 2) indicated chances of arrest were "*Always*" or *"Nearly Always"*. Over forty percent (44.3% of Wave 1 respondents and 46.1% of Wave 2 respondents) judged that local police enforced the drinking and driving laws "*Very Strictly*". When asked about enforcement of drinking and driving laws by state police, 50.1 percent of respondents judged it was enforced "*Very Strictly*" in Wave 1, increasing slightly (non-significantly) to 53.4 percent in Wave 2. Similar percentages of respondents in both waves judged that the penalties for impaired driving were "*Not Strict Enough*" (26.7% and 27.5% respectively) for Waves 1 and 2.

Table 4. Survey Questions 8, 10, 11, 12

Question	Wave 1	Wave 2
Q8. What do you think the chances are of getting arrested if you drive after drinking?		
Always	24.3%	29.1%
Nearly Always	20.4%	16.6%
Sometimes	34.3%	33.0%
Seldom	8.7%	9.2%
Never	12.3%	12.2%
Total (N)	***100% (N=1,378)***	***100% (N=1,184)***
Q10. Do you think local police enforce the drinking and driving laws:		
Very strictly	44.3%	46.1%
Somewhat strictly	39.2%	36.2%
Not very strictly	11.6%	12.7%
Rarely	2.8%	3.0%
Not at all	2.1%	2.0%
Total (N)	***100% (N=1,379)***	***100% (N=1,185)***
Q11. Do you think state police enforce the drinking and driving laws:		
Very strictly	50.1%	53.4%
Somewhat strictly	36.1%	33.7%
Not very strictly	9.4%	9.5%
Rarely	2.9%	2.0%
Not at all	1.5%	1.4%
Total (N)	***100% (N=1,382)***	***100% (N=1,181)***
Q12. Do you think the penalties for alcohol impaired driving are:		
Too Strict	8.1%	9.8%

About Right	54.0%	54.9%
Not Strict Enough	26.7%	27.5%
Don't Know	11.3%	7.7%
Total (N)	***100% (N=1,390)***	***100% (N=1,191)***

DMV survey responses indicated no significant change in number of respondents having personally experienced impaired driving enforcement (Table 5). A similar percent of respondents had gone through an alcohol checkpoint in the past 30 days (15.6% in Wave 1 vs. 17.1% in Wave 2).

Table 5. Survey Question 13

Question	Wave 1	Wave 2
Q13. In the past 30 days, have you gone through a checkpoint where police were looking for alcohol-impaired drivers?		
Yes	15.6%	17.1%
No	84.4%	82.9%
Total (N)	***100% (N=1,383)***	***100% (N=1,193)***

Awareness of Impaired Driving Message and Slogan Recognition

DMV survey responses indicated no increase in overall public awareness of impaired driving messages from Wave 1 to Wave 2. The percentage of respondents indicating having *read, seen or heard anything about impaired driving in Connecticut* was nearly identical from Wave 1 to Wave 2 (64.0% and 63.9% respectively). Those answering "yes" to this survey question were then asked about the source of messages. Results are summarized in Table 6. Wave 1 to Wave 2 awareness levels increased for all sources except *brochure*, with all pre-post comparisons falling below significant levels. The most commonly reported sources include *television radio* and *newspaper.* Respondents were also asked if they knew the name of any impaired driving enforcement program in Connecticut. The campaign slogan "***Drive Sober or Get Pulled Over"*** showed a nonsignificant increase in awareness (from 50.2% to 54.5% of respondents in Waves 1 and 2 respectively). Awareness of the "***Friends Don't Let Friends Drive Drunk***" campaign decreased significantly (49.3% of respondents in Wave 1 to 43.1% of respondents in Wave 2, $p < .05$). Two of the slogans with the lowest awareness levels showed a significant increase in recognition from Wave 1 to Wave 2: 1) the campaign slogan ***"Checkpoint Strikeforce"*** (3.7% to 6.1% of respondents respectively) and 2) ***"90 Day Blues"*** (0.6% to 2.0% of respondents respectively), both significant at $p < .05$.

Table 6. Survey Questions 14 and 15

Question	Wave 1	Wave 2
Q14. Have you recently read, seen, or heard anything about impaired driving in Connecticut?		
Yes	64.0%	63.9%
No	36.0%	36.1%
Total (N)	***100% (N=1,392)***	***100% (N=1,197)***
Q14a. Where did you see or hear about anything about safe driving in Connecticut?		
Newspaper	30.9%	32.7%
Radio	30.3%	33.5%
TV	65.9%	68.1%
Poster/Billboard	25.4%	28.2%
Brochure	3.7%	3.4%
Police Checkpoint	8.5%	9.7%
Other	12.7%	13.9%
Total (N)	***100% (N=891)***	***100% (N=765)***
Q15. Do you know the name of any safe driving enforcement program(s) in CT?		
Drive Sober or Get Pulled Over	49.8%	45.5%
Drunk Driving. Over the Limit, Under Arrest	28.8%	24.7%
You Drink & Drive. You Lose	40.6%	36.6%
Team DUI	3.6%	5.0%
Friends Don't Let Friends Drive Drunk	49.3%	43.1%^
Checkpoint Strikeforce	3.7%	6.1%^
Please Step Away from Your Vehicle	4.2%	5.4%
90 Day Blues	0.6%	2.0%^
MADD's Red Ribbon	14.8%	12.3%
Total (N)	***100% (N=891)***	***100% (N=765)***

^ Significant at $p < 0.05$

Project Listing

Funding Source	Project Number	Agency	Project Description	Total
402-MC	**0198-0701-AA**	CT-DOT/HSO	Motorcycle Safety Program Administration	$ 50,000.00
402-MC	**0198-0701-AB**	CT-DOT/HSO	CONREP Technical Assist.	$ 150,000.00
402-MC	**0198-0701-AC**	CT-DOT/HSO	PI&E Education	$ 100,000.00
			402-MC Total	**$ 300,000.00**
402-OP	**0198-0702-AA**	CT-DOT/HSO	OP Program Administration	$ 75,000.00
402-OP	**0198-0702-AB**	CT-DOT/HSO	Data Analysis & Surveys	$ 150,000.00
402-OP	**0198-0702-AC**	CT-DOT/HSO	Click It or Ticket Enforcement (Nov & May Mobilization)	$ 700,000.00
402-OP	**0198-0702-AD**	Waterbury PD	Waterbury Area Traffic Safety Program	$ 150,000.00
402-OP	**0198-0702-AE**	CT-DOT/HSO	Occupant Protection Media Buy	$ 400,000.00
402-OP	**0198-0702-AF**	CT-DOT/HSO	Occupant Protection PI&E	$ 50,000.00
402-OP	**0198-0702-AG**	CCMC	Look Before You Lock Ed. Campaign	$ 150,000.00
402-OP	**0198-0702-AH**	CT-DOT/HSO	Nighttime Enforcement Pilot	$ 150,000.00
402-OP	**0198-0702-AI**	DESPP	Nighttime Enforcement Pilot	$ 50,000.00
402-OP	**0198-0702-AJ**	Municipal Police Agency	Purchase Safety Belt Convincer	$ 40,000.00
			402-OP Total	**$ 1,915,000.00**
402-AL	**0198-0704-AA**	CT-DOT/HSO	Alcohol Program Management	$ 90,000.00
			402-AL Total	**$ 90,000.00**
402-TR	**0198-0705-AA**	CT-DOT/HSO	Traffic Records Administration	$ 285,000.00
402-TR	**0198-0705-ZZ**	Municipal Police Agencies	E-citation Local Law Enforcement	$ 325,000.00
			402-TR Total	**$ 610,000.00**
402-PT	**0198-0707-AA**	CT-DOT/HSO	PTS Administration	$ 100,000.00
402-PT	**0198-0707-AC**	CT-DOT/HSO	Regional Traffic Unit Symposium	$ 50,000.00
402-PT	**0198-0707-AD**	CT. Police Chiefs Assoc.	Safety Media Buy	$ 100,000.00
402-PT	**0198-0707-AF**	CT Judicial	TSRP	$ 50,000.00
402-PT	**0198-0707-AG**	CT. Police Chiefs Assoc.	Breaking Barriers	$ 75,000.00
402-PT	**0198-0707-AH**	Municipal Police Agency	Speed/Data Enforcement	$ 75,000.00
			402-PT Total	**$ 450,000.00**
402-CR	**0198-0709-AA**	CT-DOT/HSO	Child Restraint Administration	$ 100,000.00
402-CR	**0198-0709-AB**	CT-DOT/HSO	CPS Training	$ 100,000.00
402-CR	**0198-0709-AC**	CCMC	CPS Fitting Stations Support	$ 75,000.00
402-CR	**0198-0709-AD**	YNHH	CPS Fitting Stations Support	$ 100,000.00
402-CR	**0198-0709-AE**	YNHH	Community Traffic Safety Program	$ 135,000.00
			402-CR Total	**$ 510,000.00**
402-PS	**0198-0710-AC**	CCMC	Pedestrian Safety Awareness Project	$ 350,000.00
402-PS	**0198-0710-AE**	CT-DOT/HSO	PI&E	$ 45,000.00
402-PS	**0198-0710-AF**	CT-DOT/HSO	Law Enforcement Training	$ 75,000.00
			402-PS Total	**$ 470,000.00**
402-PA	**0198-0733-AA**	CT-DOT/HSO	Planning and Administration	$ 325,000.00
			402-PA Total	**$ 325,000.00**
154-PM	**0198-0720-AA**	CT-DOT/HSO	DUI Media Campaign	$ 2,000,000.00
			154-PM Total	**$ 2,000,000.00**

Funding Source	Project Number	Agency	Project Description	Total
154-AL	**0198-0722-AA**	CT-DOT/HSO	Alcohol Program Management (154)	$ 300,000.00
154-AL	**0198-0722-AB**	CT-DOT/HSO	Alcohol Related Program Training	$ 100,000.00
154-AL	**0198-0722-AC**	Division of Criminal Justice	TSRP	$ 250,000.00
154-AL	**0198-0722-AD**	CT DOT-HSO	Data Analysis And Surveys	$ 150,000.00
154-AL	**0198-0722-AY**	CT-DOT/HSO	Choices Matter	$ 250,000.00
154-AL	**0198-0722-BG**	CT-DOT/HSO	Impaired Driving Public Information and Education	$ 50,000.00
154-AL	**0198-0722-DA**	CT-DOT/HSO	DAX HGN Recorder	$ 6,000.00
154-AL	**0198-0722-DT**	Madison	Mobile Command Center (1)	$ 300,000.00
154-AL	**0198-0722-EE**	MADD	Power of Parents	$ 65,000.00
154-AL	**0198-0722-EG**	Municipal Police Agencies	Fatal Vision Kits	$ 100,000.00
154-AL	**0198-0722-EM**	Governor's Prevention Partnership	Youth Led Underage Drinking Prevention	$ 100,000.00
154-AL	**0198-0722-YY**	Municipal Police Agencies	Underage Alcohol Enforcement Grant	$ 400,000.00
154-AL	**0198-0722-ZZ**	Municipal Police Agencies	Comprehensive DUI Enforcement	$ 4,845,000.00
			154-AL Total	**$ 6,916,000.00**
154-HE	**0198-0154-PS**	CT-DOT/HSO	Statewide Pedestrian-Bicycle Projects	$ 850,000.00
154-HE	**0198-0154-ZZ**	CT-DOT	Completed Construction Projects-Final Audits	$ 100,000.00
			154-HE Total	**$ 950,000.00**
K10	**0198-0725-AA**	CCSU	Racial Profiling	$ 700,000.00
			K10 Total	**$ 700,000.00**
405b-1 (M2HVE)	**0198-0741-1-AC**	DESPP	Occupant Protection Enforcement	$ 125,000.00
			405b-1 (M2HVE) Total	**$ 125,000.00**
405b-2 (M2PE)	**0198-0741-2-AD**	CT-DOT/HSO	Occupant Protection Media Buy	$ 35,000.00
405b-2 (M2PE)	**0198-0741-2-AE**	DESPP	Safety Belt Convincer/Rollover Simulator	$ 200,000.00
			405b-2 (M2PE) Total	**$ 235,000.00**
405c (M3DA)	**0198-0742-AA**	CT-DOT/HSO	Traffic Records Administration	$ 80,000.00
405c (M3DA)	**0198-0742-AB**	DMV	Digitization of Impaired Driving Data from DMV	$ 150,000.00
405c (M3DA)	**0198-0742-AC**	CRCOG	E-Citation	$ 100,000.00
405c (M3DA)	**0198-0742-AD**	Judicial Branch-CIB	On-line Disposition System	$ 300,000.00
405c (M3DA)	**0198-0742-AE**	Centralized Infractions Bureau	E-Charging	$ 180,000.00
405c (M3DA)	**0198-0742-AG**	YNHH	Crash Linkage	$ 50,000.00
			405c (M3DA) Total	**$ 860,000.00**
405d-1 (M5HVE)	**0198-0743-1-BM**	CT-DOT/HSO	Drug Recognition Expert Field Kits	$ 30,000.00
405d-1 (M5HVE)	**0198-0743-1-DK**	CT-SRC	Tablets for new DRE's	$ 70,000.00
405d-1 (M5HVE)	**0198-0743-1-DM**	DESPP	Expanded DUI Program	$ 1,000,000.00
405d-1 (M5HVE)	**0198-0743-1-YY**	CT State Colleges & Universities	Underage Alcohol Enforcement Grant	$ 130,000.00
			405d-1 (M5HVE) Total	**$ 1,230,000.00**
405d-2 (M5TR)	**0198-0743-2-BH**	CT-DOT/HSO	DRE Training	$ 150,000.00
			405d-2 (M5TR) Total	**$ 150,000.00**

Funding Source	Project Number	Agency	Project Description	Total
405d-4 (M5CS)	**0198-0743-4-AC**	Judicial Branch	Toxicology Expert Witness Program	$ 50,000.00
405d-4 (M5CS)	**0198-0743-4-BF**	CT-DOT/HSO	(2) DMV Admin. Per Se Hearing Attorney's	$ 500,000.00
			405d-4 (M5CS) Total	**$ 550,000.00**
405d-5 (M5BAC)	**0198-0743-5-BD**	DESPP	Refrigerator and Freezer Upgrade	$ 25,000.00
405d-5 (M5BAC)	**0198-0743-5-BJ**	DESPP	Headspace-GC/MS UPS for LCMSMS instrument	$ 650,000.00
405d-5 (M5BAC)	**0198-0743-5-BQ**	DESPP	Toxicology Lab Personnel	$ 355,000.00
405d-5 (M5BAC)	**0198-0743-5-DO**	DESPP	Toxicology Supplies	$ 60,000.00
405d-5 (M5BAC)	**0198-0743-5-DN**	DESPP	Extended Warranty-Equipment	$ 120,000.00
			405d-5 (M5BAC) Total	**$ 1,210,000.00**
405d-6 (M5II)	**0198-0743-6-DI**	CT-DOT/HSO	(2) DMV Admin. Ignition Interlock Analysts	$ 200,000.00
			405d-6 (M5II) Total	**$ 200,000.00**
405d-ii-3 (M7*SE)	**0198-0740-3-AK**	DESPP	Speed Enforcement	$ 100,000.00
405d-ii-3 (M7*SE)	**0198-0740-3-ZZ**	Municipal Police Agencies	Speed Enforcement	$ 400,000.00
			405d-ii-3 (M7*SE) Total	**$ 500,000.00**
405e-1 (M8PE)	**0198-0745-1-DY**	CT-DOT/HSO	Distracted Driving Messaging at Outreach venues	$ 100,000.00
405e-1 (M8PE)	**0198-0745-1-DZ**	CT-DOT/HSO	Distracted Driving Citation Holders	$ 20,000.00
			405e-1 (M8PE) Total	**$ 120,000.00**
405e-2 (M8DDLE)	**0198-0745-2-DW**	DESPP	Distracted Driving Enforcement	$ 100,000.00
405e-2 (M8DDLE)	**0198-0745-2-ZZ**	Municipal Police Agencies	Distracted Driving Enforcement	$ 2,000,000.00
			405e-2 (M8DDLE) Total	**$ 2,100,000.00**
405e-5 (M8*TSP)	**0198-0745-5-EA**	CT-DOT/HSO	Save A Life Tour	$ 200,000.00
			405e-5 (M8*TSP) Total	**$ 200,000.00**
405e-6 (M8*PM)	**0198-0745-6-AB**	CT-DOT/HSO	HVE Speed Campaign Media Buy	$ 250,000.00
405e-6 (M8*PM)	**0198-0745-6-DX**	CT-DOT/HSO	Distracted Driving Media buy	$ 1,000,000.00
			405e-6 (M8*PM) Total	**$ 1,250,000.00**
405e-7 (M8TS)	**0198-0745-7-EN**	CT-DOT/HSO	HVE Signage	$ 300,000.00
			405e-7 (M8TS) Total	**$ 300,000.00**
405e-8 (M8X)	**0198-0745-8-EO**	CT-DOT/HSO	Data Analysis & Surveys	$ 150,000.00
			405e-8 (M8X) Total	**$ 150,000.00**
405f-1 (M9MT)	**0198-0744-1-AB**	CT-DOT/HSO	Curriculum	$ 10,000.00
			405f-1 (M9MT) Total	**$ 10,000.00**
405f-2 (M9MA)	**0198-0744-2-AC**	CT-DOT/HSO	PI&E Media	$ 75,000.00
			405f-2 (M9MA) Total	**$ 75,000.00**
405h-1 (FHX)	**0198-0746-1-AA**	Regional Council of Governments	COG Support	$ 150,000.00
			405h-1 (FHX) Total	**$ 150,000.00**
405h-2 (FHPE)	**0198-0746-2-AB**	CT-DOT/HSO	Youth Camp for Ped/Bike Advocates	$ 100,000.00
			405h-2 (FHPE) Total	**$ 100,000.00**
			Grand Total	**$ 24,751,000.00**